

Lower inflation and interest rates predicted by Chancellor

The Chancellor said yesterday that he thought inflation at the end of the year would be 2 per cent lower than the 15 per cent forecast last December. He hoped for further cuts in interest rates to increase working capital and boost employment.

Pre-Budget scrutiny of TUC plans

George Clark
Editorial Correspondent

While he could give no promises about the contents of the Budget he is to introduce on March 29, the Chancellor of the Exchequer emphasized to backbenchers yesterday that he is giving close attention to the TUC's recommendations. Mr Healey paid generous tribute to the unions for support to the Government and its fiscal policy over the past two years. They had accepted a reduction in wages although it had been enormous and that was of enormous assistance to the Government in its efforts to resolve the economic difficulties, he said. "We have recognized that they did not expect to go on long so indefinitely. You can't expect the trade unions hold wages down if prices continue to go up," Mr Healey said. "There is a limit to this. We must be able to offer them a good prospect of a fall in the rate of inflation over the next months."

Financially the position has transformed over the past few months as a result of the International Monetary Fund loan, the safety net for sterling and other factors.

When Mr Norman Atkinson, the left-wing MP for Tottenham and treasurer of the Labour Party, chimed in with a comment that it had been a disaster, Mr Healey said firmly that he could appreciate that Mr Atkinson did not believe in "sovereignty". But he could look with interest at his gross as party treasurer if that capacity he did not now money.

The Chancellor then looked the bright side of the economy. The wage rate, he was six per cent higher than as during the Labour Party conference in September. He noted that the rate of inflation at the end of this year will be 2 per cent lower than it would be when he announced his December pack of economic measures. The new forecast was for 15 per cent inflation between the third quarters of 1976 and

1977. He hoped there would be a further decrease in interest rates by the end of the year. He pointed out that the new rate now was lower than it was when he took over from the Conservative Chancellor in February 1974. [Ministerial rate now is 11 per cent; in February 1974, it was 13.]

It was imperative, Mr Healey said, that the Government try to renew the pay freeze to avoid a disastrous explosion which would plunge the pound plummeting. It was essential to continue fight against soaring inflation in that context. The Economic Review submitted by TUC would receive his attention; it was also looked at carefully by advisers and Treasury agencies.

Agreed with Mr Robert Suckling, MP for Stoke-on-Trent, that there was a need caution when considering cuts. Economic forecasts very unreliable; it might not be the public sector saving requirements could be £2,000m, either.

The current account had swung wildly over the past month. Trying to points raised the exchange rate, Mr Suckling said the Government accept the verdict of the experts at the end of the day's discussion to get rid of my large sterling balances, living with unemployment,

Christopher Thomas
Editorial Reporter

British Rail plans to confront overmantel with a stark reality. With rearing out and hundreds of locomotives growing obsolete, it is making a final effort to get rid of the railway network over the coming years. The railways say the progressive run of the industry that has begun will accelerate until renewal will be impossible on such a scale.

document it will present today to a meeting of the rail joint consultative committee to be attended for me by Mr Rodgers, Secretary of State for Transport.

Combination of Leyland ultimatum and union pressure appears to have turned the tide Toolmakers likely to resume work after dismissal threat

By Paul Roundedge

Leyland's ultimatum to its striking toolmakers, that they should return to work or be dismissed, appeared last night to have succeeded. Shop-floor leaders of the three thousand strikers, whose industrial action has made 46,000 car workers idle, have agreed to go back on conditions that are acceptable to their union and to the management.

Little more than 24 hours after the Leyland board and leaders of the Confederation of Shipbuilding and Engineering Unions had reached an unprecedented agreement to break the strike, now in its fourth week, the 63 members of the toolmakers' unofficial committee voted to resume normal working next week if the dismissal threat is lifted and talks on their wage bargaining arrangements seems to have paid off.

The ultimatum agreed between the unions' executive and the management insisted on a return to work on Monday morning, when the strike-hungry factories would be reopened in return for a company commitment to a phased programme

of ironing out pay anomalies for skilled workers in all 37 car plants.

Those who did not return to their jobs, the statement added, would be deemed to have dismissed themselves, and their union, the Amalgamated Union of Engineering Workers would not support them.

That threat, combined with the union's warning that they were not prepared to see thousands of jobs lost through a rundown of the company by the Government, and the absolute refusal to accept the toolmakers' demand for separate wage bargaining arrangements, seems to have paid off.

The shop stewards leading the unofficial strike said they recommend a return to work on Monday if the company publicly withdrew its threat to dismiss them and the management accepted the toolmakers' executive's proposal to discuss their grievances about pay anomalies and the erosion of skilled workers' differentials.

The management is willing to meet those conditions if the AUEW follows suit.

The engineering workers' executive met in emergency session in a seafarman hotel in Eastbourne, where the union's women's conference is in progress, last night to discuss the response from the toolroom workers, and it proved to be broadly acceptable.

Yesterday's decision by the shop stewards to recommend a resumption of work was all the more surprising in view of the unexpected support they got from the Birmingham East district committee of the AUEW, which voted 15 to 13 to condemn the union's leaders and support the toolmakers.

Mr Hugh Scanlon, the union's president, said after the executive had discussed the toolmakers' statement: "Following a return to work of the toolmakers, the executive council would arrange a meeting with the company to take place on Monday, and this will include representatives of the toolroom workers in order that their problems may be discussed through the normal machinery."

That statement clearly means that the toolroom men have not won separate bargaining rights. Their grievances will be pursued by the union through the new arrangements agreed with the company: two working groups to consider wage anomalies, one for manual workers and one for white-collar staff.

British Leyland is suffering losses of £12m a week in lost production because of the toolmakers' dispute, and it was emphasized last night that the financial impact of the strike will curtail the company's ability to meet the estimated extra £50m on the annual wages bill that it will cost to put right all the wage anomalies in the company.

The management said in a statement last night: "The company has heard from the executive of the AUEW and has agreed to a meeting with the toolmakers to return to normal working on Monday the question of termination of employment would no longer arise."

The striking toolroom men are holding mass meetings in Birmingham, Cowley and Liverpool today, and given yesterday's movement towards a peaceful solution to their conflict, it seems likely that the men will vote to go back.

Mr Roy Fraser, page 2
Dealers lost, page 25

Cash from desolate readers of 'The Times'

By Philip Howard

We are creatures of loyalty and habit in our daily newspaper as in our comfortable old slippers and other pleasant vices.

It has been gratifying for those who work for *The Times* to learn that its readers found life without it last week as stale, flat and intolerable as they did.

Numbers of them have written to the editor enclosing cheques and banknotes for a considerable quantity of money to help the newspaper in its involuntary trouble. Some sent the price of the six lost issues, some sent double or ten times the price, others sent more. Most said with varying degrees of emphasis and eloquence that they found the days long without *The Times*, and that they sent the money to help safeguard the newspaper's future.

One wrote: "Something has been missing from my breakfast table for the past two weeks. We have only just run out of marmalade, so it is not that; neither is it coffee, as we do not buy that at today's prices, and anyway we prefer tea. It is your newspaper."

Newspagists have reported to the circulation manager cases of readers insisting on paying for not receiving their copy of *The Times* in order to help.

The Times is grateful to its readers and touched by their response. The editor's old slogan that top people take *The Times* was evidently right if it meant top in loyalty and discernment. The editor is replying to all who have sent money, suggesting that it should go to the fund that supports the widows and orphans of people who have worked in all departments of the newspaper, and saying that we on *The Times* are proud to have such readers.

We are grateful, for we that live to please must please to live. We agree that life is not tolerable without *The Times*.

Dr Owen for Smith talks in S Africa

By David Spanier
Diplomatic Correspondent

It now looks as if Dr Owen, the Foreign Secretary, will meet Mr Smith, the Rhodesian leader, in Cape Town during his tour of southern Africa next month, the Foreign Office said yesterday.

Details of Dr Owen's itinerary in Africa have not yet been finalized. Also, the Foreign Office has not replied to the invitation to Dr Owen from Mr Pieter van der Byl, the Rhodesian Foreign Minister, to visit Salisbury. Mr Callaghan said on Tuesday it would not be "finishing" for Dr Owen to visit Rhodesia.

Michael King, writer from Salisbury: Mr van der Byl's cable to Dr Owen said: "It is essential to Dr Owen's interests in general interest, for you to have first-hand knowledge of the country and situation and I do not believe that this can be fully achieved by meeting elsewhere."

"I hope very much that you will accept this invitation and already look forward to meeting you."

Tories' Rhodesia plan, page 7

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Railways fear a quicker rundown unless Government lifts investment limit

Christopher Thomas
Editorial Reporter

the board will explain the consequences of holding to the present investment limit of about £200m a year, which has been set for five years.

It says there is already a backlog of 375 miles of track that needs re-laying, at a cost of £100,000 a mile, and present resources mean it will have to concentrate work on the more heavily used mileage, resulting ultimately in the closure of some lines.

It continues: "With a programme of £52m a year, by 1986 at least 3,000 miles of the 22,400 track miles would either be subject to speed restrictions of increasing severity or have been closed as unsafe."

The fleet of two thousand locomotives will be nearing the end of their economic life in the late 1980s and even with an

expensive rehabilitation programme for more reliable locomotive classes it is unlikely that their lives could be extended beyond the mid-1990s, the board says.

The document, set in much tougher terms than any previous projection by the board of the industry's future, is seen by the three railway unions as a vindication of their contention that the railway network will be reduced through financial starvation.

Introduction of the high-speed and advanced passenger trains will have to be slowed, perhaps reducing manufacture from 30 sets a year to 20, which the board says would increase the cost of each set by up to £200,000, equivalent to 14 per cent.

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Stock markets: Equities rallied on the Leyland developments and the FT Index closed 0.1 up at 423.0

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HOME NEWS

Government uses parliamentary stratagem to avoid possible defeat on spending programme

By Michael Hatfield
Political Reporter

The Government, faced with the possibility of a damaging defeat in its public expenditure programme last night narrowed the angle of attack from opposition parties by preventing any amendments from being tabled.

By deciding to have the vote on the adjournment, almost without precedent on a White Paper, that is the cornerstone of a government's economic strategy, Cabinet ministers have demonstrated their concern that there could be a repetition of last year's vote, when the Government's plans to cut public spending were defeated by a Labour backbench revolt, and the Prime Minister had to have a subsequent vote of confidence in the administration.

Shadow Cabinet ministers were naturally making the maximum possible noises last night over the decision and will vote against the Government, as will the Liberal Party and the Scottish National Party. The position of the United Ulster Unionists was not clarified.

Traditionally, a vote on the Government's public expenditure intentions is taken on a "take note" motion which allows the tabling of amendments, and the impression gained from conversations with ministers last week was that

the normal practice would be adopted on today's vote.

When government business managers met yesterday, however, they were faced with the prospect of a defeat by possible absences among their own ranks, particularly by those recalcitrant members of the left-wing Tribune Group, and therefore decided to narrow the chances of a potential disaster.

The Government is expected to vote against the adjournment in order to keep its business and will expect all its troops to follow it into the division lobbies without the distraction or temptation of supporting any amendments. Technically it could vote for the adjournment, but ministers are hardly likely to want to suffer the obloquy of running away from the Government's responsibilities.

Sir Francis Pym, shadow Leader of the House, stated last night that the Government's decision, which prevented amendments from being tabled, was in abuse of privilege and spirit upon which Parliament operated. The Government was either unwilling or unable, or both, to let the Commons give its verdict on the public expenditure White Paper, which was the central basis of the relationship between Parliament and Government.

Union block on reforms to aid lower paid alleged

By Our Social Services Correspondent

The trade union movement is accused today of effectively blocking reforms to help the lowest-paid by supporting free collective bargaining and later the social contract. Both methods have worsened the position of the poorest-paid, according to evidence in a book published by the Low Pay Unit.

Mr Christopher Trinder, economics research fellow at York University, says that some public-sector employees have been able to make headway under recent pay policies. The million local authority manual workers, including car park and lavatory attendants, have had their pay raised from £22 a week in 1974 to £36 by 1976. Similar increases were awarded to ancillary workers in the health service.

But those employees were still receiving pay of less than two thirds of average earnings, while public spending cuts seem likely to halt their progress towards a minimum acceptable wage, he suggests.

Employees in wages council industries, particularly in the clothing trades, have fallen even farther behind. The general plight of the low-paid is no better now than 15 years ago. Are Low Wages Inevitable? (Edited by Frank Field, Russell Press, £1.95.)

Race inequality report blames councils

By Diana Geddes

A radical change in the attitudes of local authorities towards ethnic minorities is called for in a report by the Community Relations Commission, published yesterday. Positive intervention is required to combat racial inequality; negative policies of non-discrimination are not enough to meet the special needs of minority groups, the commission says.

The report urges the Government to set up a programme for racial equality through which funds would be channelled to local authorities in multiracial areas to help them to review and monitor their present services and to provide for the special needs of ethnic groups. Funds would also be allocated to promote self-help within the ethnic communities.

At a press conference to launch the report Mr Mark Bonham Carter, the outgoing chairman of the commission, said local authorities were in the front line of the battle against racial inequality. They supplied most of the services the minorities required, and the question was whether they were the right services and whether they were being properly deployed.

The answer given in the report to both these questions is all too often negative, partly through ignorance or insensitivity, partly through a refusal to face the issue squarely, partly through lack of or wrong deployed resources, he said.

In July, 1974, Mr Jenkins, then Home Secretary, asked the commission "to consider the extent to which the needs of ethnic minority communities differ from those of the rest of the population in areas of urban deprivation and to report and advise on the implications for community relations policy."

The commission found that ethnic minorities were more

likely to experience a greater degree of social deprivation than whites of the same socio-economic groupings (lower earnings, poorer housing conditions, etc), were more prone to clusters of multiple deprivation, and suffered special kinds of deprivation frequently caused by racial discrimination.

The racial dimensions of social needs were rarely discussed in local government committees.

The practitioners in the field (social workers, teachers, housing advisers)

were aware of the special needs of ethnic minorities and often tried to adapt their services to meet them. But they felt inadequately trained for the work and insufficiently supported by their local authorities.

A clear lead needed to be provided by the Government to local authorities to advance their work in multiracial areas, the report adds. The commission recommended the development of policy guidelines for local authorities; a collection of statistics to monitor progress toward the achievement of racial equality; and the direction of funds to authorities serving multiracial areas and to self-help groups.

The participation of ethnic minorities in the classification of needs, the planning of policies and the provision of services is of crucial importance in the fight against racial inequality.

Turning to its proposal for a programme for racial equality it says that so far there has been no attempt to use public funds in a strategic way to combat racial disadvantage. Funds amounting to about £53m a year are administered as a "small addition" or complement to the £8,000m spent by local authorities on the provision of services each year.

Urban Deprivation, Racial Inequality and Social Policy (Community Relations Commission, Stationery Office, £1.75).

MPs consider entry queue

From Our Correspondent

Rawalpindi

Mr Frederick Willey, MP, leader of a British delegation from a parliamentary select committee on race relations and immigration, said in Lahore yesterday that the committee would be able to submit its report about entitled dependants of south Asian immigrants in Britain to the

House of Commons this summer.

Official sources said the Government had offered the services of liaison officials to assist the British Embassy in Rawalpindi to scrutinize dependants' documents, so that entry procedures could be speeded.

Once the outstanding cases were cleared there would be few persons seeking emigration to Britain as dependants, it was pointed out.

Mr McInnes, of Hilsdon Drive, Fareham, personal assistant to Commander David James and a solicitor, was sentenced to nine months' imprisonment, suspended for two years, and ordered to pay £750 costs within six months.

Mr McInnes, married with a son aged nine, originally pleaded not guilty to five theft charges and one of larceny. Yesterday he changed his plea to guilty on two of the theft counts. The not guilty pleas to the remaining four charges were accepted.

The property, belonging to the Ministry of Defence, included fruit, vacuum cleaner bags, screws, plaster of Paris, 16 hoo handles, and tools worth more than £90.

He has been told that his appointment is not considered a "caretaker" post, and speculation that the DPP's function and authority would be changed fundamentally when Sir Norman retired has been strenuously denied.

Mr McInnes, who had had a

brightly successful practice at the Bar, accepted a sharp reduction in income when he was appointed in 1964.

More than two hundred students who have been sitting in at Essex University for a fortnight in protest against fee increases were ordered to leave immediately, by Mr Justice Foster in the High Court yesterday.

In Manchester, students sitting in at one of the university's administrative blocks have agreed to leave the building peacefully tomorrow.

Telephone bills delayed

A £3m backlog of telephone bills has accumulated because of an overtime ban by about 600 computer workers. A 24-hour stoppage by 66 workers at the Post Office data processing service computer centre in Kensington, London, today will prevent distribution of up to 70,000 telephone accounts.

The unofficial action is by members of the Civil and Public Services Association.

There has been a growing feeling among some politicians that the office of DPP should be less independent of the Government, and Sir Norman has been criticized in and outside the Commons for decisions that at times have resulted in tricky political problems.

Sir Norman, however, has always insisted that his post is above politics and there is little doubt that his successor will have the same independence.

He has been told that his appointment is not considered a "caretaker" post, and speculation that the DPP's function and authority would be changed fundamentally when Sir Norman retired has been strenuously denied.

Mr John Ungley, for the defence, said in mitigation that Mr McInnes had simply forgotten to return some of the items found at his home to naval stores.

Mr Clive Correll

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been chosen to succeed Sir Norman Skelhorn, QC, when he retires as Director of Public Prosecutions in May.

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Mr Gwynn Roberts, Labour MP for Cannock, is to ask the Government to introduce legislation making it an offence to sell tickets for sporting events and concerts at more than face value.

New DPP assured of his unfettered authority

By Bert Lodge, of The Times Educational Supplement

Many school-leavers and even

undergraduates are totally unaware that bigger profits in industry mean better social services, a leading industrialist told a conference of 500 representatives of industry and the education service in London yesterday.

"I sometimes feel like an evangelist uttering a simple Christian truth," Mr Dennis Head, managing director of Rolls-Royce Aero Division, said. "Quite often their response is 'but nobody ever put it quite like that before'."

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Mr Gwynn Roberts

HOME NEWS

North Sea ban means herring may be imported

By Our Parliamentary Staff

The Government is considering the possibility of importing herring, possibly from Canada, to keep British processors going in the face of the total ban on catching the fish in the North Sea. Mr Hugh Brown, Under-secretary for Scotland, said yesterday. He was speaking at a Commons statutory instruments committee meeting at which orders imposing the ban were agreed.

The ban ends a great era in British fishing which at its height gave jobs to a large fleet of drifters, and employed hundreds of women who followed the moving herring shoals along the East Coast, filling the herring as they were landed.

Mr Brown said that so much attention was paid to the catching side of fish conservation that too little was paid on the aspect of job opportunities. It might sound ridiculous to import herring, but to keep processors going and to preserve the markets they had established it might be necessary.

Mr Brown added that the Government is considering the tariffs on herring imports.

Sir John Gilmour, Conservative MP for East Fife, said there was a danger that by legislating to protect one species they might put pressure on another.

Mr Alan Reid, Liberal MP for Berwick-upon-Tweed, said anyone who had watched the collapse of the North Sea herring industry recognized that drastic conservation measures were needed. But he expressed misgivings about the effect of the ban on local communities and said that when a relaxation of the ban was considered it should be in favour of traditional fishing communities.

Mr Alick Buchanan-Smith, Conservative MP for North Angus and Meath, said fishermen would be in difficulties. They had commitments in running their boats, and interest payments to maintain and they had to keep their income running if they were to remain in the fishing industry.

Fishermen recognized the value of the ban and would comply but there was anxiety whether the ban would be enforced against foreign vessels.

Mr Douglas Henderson, Scottish National Party MP for Aberdeen East, said the Government should call the art of herring as the eyes and ears of the protection service.

Officer on drugs charge

Paris, March 16.—A Hong Kong policeman, Lo Chi-hung, 35, was arrested at Charles de Gaulle Airport on Sunday for allegedly carrying two kilos (4lb) of heroin, official sources said today.

Also arrested were three men and a woman from Hong Kong who had come from Rotterdam to meet him, and two French taxi drivers. Officials said the two kilos of drugs would be worth over £90,000 at street level in Amsterdam.—AP.

Policemen remanded on drug-smuggling charge

Six men, including two West Midlands police officers, were remanded for trial at Birmingham Crown Court by Birmingham magistrates accused of illegally porting more than 150lb of opium resin, with a street market value of £75,000, into Birmingham airport on December 30.

Det Constable Thomas Keogh, 30, of George Road, dingston, and Sergeant James, aged 30, of Edgeman Croft, Castle Brom-



Jubilee photographs: A new photograph of Princess Anne, taken last month by Barry Lategan, included in "Happy and Glorious", a special jubilee exhibition of Royal Family photographs, which opens tomorrow at the National Portrait Gallery.

Equity warning over aid for the arts

By Our Arts Reporter

Anything short of a 15 per cent increase in government support for the arts would herald disaster for actors, Equity said in a statement issued yesterday on action to fight cuts in the employment of its members.

Mr Peter Plouviez, the union's general secretary, said: "It must be emphasized that such a figure would fall considerably short of the officially estimated rate of inflation in the arts and theatre industries, which is now running at about 21 per cent."

The union, which has made direct representations to Mrs Williams, Secretary of State for Education and Science, warns minimum levels of employment for its members in all sectors of the subsidized theatre.

It also wants the right to attend all meetings of the Arts Council and its committees and panels, and to receive the fullest information and closest consultation.

Musician of the Year

The Incorporated Society of Musicians has presented its second annual Musician of the Year award to Sir William Walton, who will be 75 on March 28.

Lake District campaign to stamp out deer stalking

From Our Correspondent Windermere

A campaign is being mounted to stamp out deer poaching in the forests of the Lake District, and the public is asked to help. The campaign, which is being launched by the north-west branch of the British Deer Society, coincides with the Deer Bill, now going through Parliament, which provides more severe penalties for poaching. They go up from £20 fines to up to £500 a deer, and three months' imprisonment, with confiscation of equipment.

The Bill also provides for the banning of shotguns, which

are the main weapons used. Poachers, generally working in gangs at night, shine headlights along the road to attract the deer and then fire at them down the line of light.

Mr William Grant, chief forester at Grizedale Forest, near Hawkshead, and chairman of the Deer Society branch, said: "This is dangerous, indiscriminate and inhumane."

Poachers had no regard for public safety, for the deer stock or for the foresters who care for them. They did not distinguish between hinds and calves and very often left wounded deer wandering about the forest to die many days after

Advice on how to cope with incontinence

By Our Health Services Correspondent

It is estimated that more than two million people of all ages in this country suffer from incontinence. Often they do not get the help they need because they, their relatives and society see it as a taboo subject.

The condition is poorly covered in the training of doctors, nurses and social workers. To help dispel the ignorance Mrs Dorothy Mandelstam, a physiotherapist and social worker and adviser on incontinence to the Disabled Living Foundation, has written a guide to the understanding and management of the condition.

The book, published yesterday, sets out its basic causes and methods of treatment. Appliances, clothing and methods to cope with the condition are described and illustrated.

He said later that he proposed to take action against the Home Office. He added: "It follows that if I was wrongly dismissed I was wrongfully reimprisoned, and the Home Office has interfered with my right to organize a trade union as permitted under the European Convention of Human Rights."

Prisoner in pre-release job was unfairly dismissed

From Ronald Kershaw Leeds

Mr Terence Gallogly, a prisoner let out of jail to work under a pre-release scheme, was unfairly dismissed, a Leeds industrial tribunal found yesterday.

A decision on his reinstatement as a £90-a-week spot welder at Astonsteel Ltd, of Bailey, garden furniture manufacturers, was not taken, to allow time for the man's union, the Amalgamated Union of Engineering Workers, and the company to reach agreement.

Mr Gallogly, aged 38, of Haxby, near York, contended that he was dismissed and returned to prison for his activities in organizing trade union membership at the works when it was a non-union shop.

He said later that he proposed to take action against the Home Office. He added: "It follows that if I was wrongly dismissed I was wrongfully reimprisoned, and the Home Office has interfered with my right to organize a trade union as permitted under the European Convention of Human Rights."

Broadmoor man killed a second victim

John King, aged 28, a civil servant, who in 1963 was sent to Broadmoor for knife attacks on young women, was released four years later, knowing his perversion had not been cured, it was stated at Norwich Crown Court yesterday, when he was charged with murder.

Five years after release Mr King acted out one of his sexual fantasies by tying up and brutally stabbing Mrs Eichel Johnson, aged 42, whom he had lured to the offices of the Department of Health and Social Security where he worked, it was stated. For two years he had followed her without ever speaking.

The court was told that in 1963 Mr King, then 15 years old, was convicted of unlawfully wounding two women by stabbing them with a knife and was sent to Broadmoor. At the time Dr J. V. Morris, a consultant psychiatrist, said in a report that the defendant was a "psychopath from whom grave attacks might be expected unless he is placed under firm control".

Mr King was released from Broadmoor four years later. Mr Michael Lewis, QC, for the defence, said: "In statements he has made it is perfectly plain that he himself was at least apprehensive, if not well aware, that Broadmoor had made no successful impact on him even at the time of his release. He has been aware since very shortly after his release from Broadmoor he has urges in relation to women which found difficult to control."

Mr King, a £3,000-a-year executive officer, of Town Wall Road, Great Yarmouth, pleaded not guilty to murdering Mrs Johnson, of Brasenose Avenue, Gorleston, but guilty to her manslaughter on the grounds of diminished responsibility.

His plea was accepted by Mr Justice Gibson for life. Mr Sam Khambratta, QC, for the prosecution, said Mr King put Mrs Johnson's body in two sacks which he left in the manager's office at Yarmouth Hotel.

After making three unsuccessful attempts to kill himself, Mr King gave himself up to the police.

Our Great Yarmouth Correspondent writes: Mr King was released from Broadmoor in 1967 and was working at the Stationery Office in Norwich as a clerical assistant. He was soon promoted to a clerical officer. In 1973 he moved to the Department of Health and Social Security office at Great Yarmouth, where his father also worked. Workmates described him as quiet and intelligent.

The hearing would be adjourned sine die, and either party would be at liberty to apply for the case to be re-listed if no agreement was reached and a final order was required.

Suggestions made by Mr John Hand for Mr Gallogly, that the company had made a terrible mess of the whole affair, were considered by the chairman to be a little cruel. He said: "We feel there may have been inexperience, undue haste and lack of appreciation of the factors involved."

Mr Morish said the reasons for the tribunal finding would be published as soon as possible.

Law Report March 16 1977

Queen's Bench Division

Health and safety inspectors competent to prosecute

Campbell v Wallsend Slipway & Engineering Co Ltd
Before Lord Widgery, Lord Chief Justice, Mr Justice Evelich and Mr Justice Wien

The competence of an inspector of the Health and Safety Executive to bring proceedings under the Health and Safety at Work Act, 1974, was upheld by the Divisional Court justices at Wallsend on Tyneside against Wallsend Slipway & Engineering Co Ltd on the grounds that the inspector was not an "executive member" of the Health and Safety Executive.

The Lordships allowed an appeal by the inspector, Mr John Campbell, by way of case stated, from the dismissal of informations that the company had failed to keep their asbestos plant of asbestos dust and to have given no advance notice of their intention to handle blue asbestos, and sent the matter back to the justices to continue the hearing.

Under section 1(2) of the Act provides:

"(2) Every appointment . . . shall be made by an instrument in writing specifying which of the powers conferred on inspectors by the relevant statutory provisions shall be exercisable by the person appointed . . . (4) An inspector shall . . . if so required when exercising or seeking to exercise any power conferred on him by any of the relevant statutory provisions, produce his instrument of appointment or, if duly authorised, a copy thereof."

Section 38 provides: "Proceedings for an offence under any of the relevant statutory provisions shall not, in England and Wales, be instituted except by an inspector or by or with the consent of the Director of Public Prosecutions."

Section 39 provides: "(1) An inspector, authorized in that behalf by the enforcing authority which appointed him, may, although not of course or a sole prosecutor, before instituting court proceedings for an offence under any of the relevant statutory provisions."

Mr Harry Woolf further said that even if writing was necessary and even if it was necessary to prove that section 10(5) had been complied with, there was no presumption that the inspector had been validly appointed, and that the Executive that purported to appoint him had been itself validly appointed.

Mr Taylor relied on Scott v Helm (1913) 1 QB 462, contended that it was sufficient in the circumstances of the present case to say "I am an inspector".

In the relevant Act in that case there was no right to call for an instrument or the terms of an instrument appointing Mr Locke as a member of the Executive.

His Lordship would not decide whether the inspector was one of her Majesty's inspectors of health and safety.

However, the company would still be entitled to say that the steps envisaged by section 10(5) were not necessary.

Executive members were appointed by the Secretary of State and consularization with the director should be proved.

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WEST EUROPE

Opposition welcomes Spanish electoral law with reservationsFrom William Chislett
Madrid, March 16

Opposition leaders reacted favourably today to the Government's electoral law which paved the way for the first general election in Spain for more than 40 years.

The Opposition's main worry still centres on the undecided issue of whether the National Movement, which was the only legal political organization under General Franco, will be "neutralized". No specific mention was made of this in the Government's statement.

It was one of the main issues raised in the talks between the Opposition's negotiating committee of 10 and Señor Suárez, the Prime Minister. The Government is believed to be studying this issue with a possible view to abolishing the post of Minister of the National Movement together with the ministry for the state-run trade unions.

A spokesman for the Spanish Workers' Socialist Party said that although the electoral law might be democratic this did not necessarily mean that the election itself would be democratic. "If the powers that be keep control of the Movement and use or manipulate its means of communication (the Movement owns a number of newspapers and radio stations) then the election will not be democratic."

The party withdrew from the negotiating committee recently after disagreeing with the Government over certain issues. Its position has since hardened and it has threatened to boycott the election if it is not scrupulously democratic.

Señor Suárez has not made it clear whether he will stand for election and has kept on the sidelines of political activity.

Clashes between the police and demonstrators continued in La Laguna, in Tenerife, last night for the second day. Cars and buses were again set on fire and buildings attacked.

In Pamplona, in the north, there were street fights between about 4,000 demonstrators and the riot police. Barricades were put up in the old district.

American leaves Nato post after 11 monthsFrom Our Own Correspondent
Brussels, March 16

Mr Robert Strauss-Hupé, the United States representative at Nato for the past 11 months, today announced his departure from Brussels at the end of the month. His successor is yet to be named.

He told a farewell press conference that he felt the alliance was "a little stronger" than when he arrived, "but not yet strong enough". If the build-up of Soviet arms continued at its present pace, the gap between East and West might become impossible to bridge in four or five years.

Nato had done its job well. But outside the Nato area, forces at war which "gravely threatened" the balance of power.

200,000 join Bologna protest rally

Bologna, March 16.—An estimated 200,000 demonstrators held a rally in the centre of Bologna yesterday to protest against the violent clashes here last week between students and the police, which left one medical student dead.

In estimating the size of the crowd, the organizers said that they had never before seen such a demonstration.

It was sponsored by the Communists, Christian Democrats, Socialists, Social Democrats and Republicans, and by trade unions and municipal and regional authorities.

The Piazza Maggiore, between the Communists-administered town hall and the cathedral, was crowded for several hours before the rally began.

In the forefront were thousands of workers in overalls who had converged on the square from factories throughout the region, taking advantage of a two-hour work stoppage.

Placards appeared reading: "Isolate and condemn provocateurs"; "Violence does not pay" and "No to Fascism".

The Communist Party, which received 48.52 per cent of the

Goldsmith entry into French publishingFrom Paul Martin
Paris, March 16

Sir James Goldsmith has purchased 45 per cent of the shares of the French weekly *L'Express* through a subsidiary of his Paris-based holding company, Générale Occidentale, it was announced today.

The deal, which has been in the pipeline since a letter of intent was signed and unions were notified just over a month ago, is understood to amount to some £2.5m.

A brief statement announcing the agreement reached by the two parties today said that full details would be made public in the forthcoming edition of *L'Express*. The statement added that the prime object of the two parties was the publication in the near future of a financial daily newspaper.

It has been known for some time that Générale Occidentale's purchase of the minority holding in *L'Express* was part of a wider operation. Under this M. Jean-Jacques Servan-Schreiber, the chief proprietor of *L'Express*, would sell a further 20 per cent of the shares—probably to the Canadian *La Presse* group of Montreal.

Sir James has both French and British nationality and this has facilitated the sale. Under postwar press laws foreigners cannot hold a controlling interest in a French newspaper.

Should the second part of the deal concerning *L'Express* go through, as it is expected to, then Sir James will be anxious

to have a majority holding.

Financial Editor, page 27

Bugged scientist is cleared

Bonn, March 16.—Dr Klaus Traube, the West German nuclear scientist whose home was bugged by security men was today publicly cleared of having dangerous associations with international terrorists.

Dr Traube, who lost his job with a nuclear firm as a result of government suspicions, had threatened to sue Dr Werner Maihofer, the Minister of the Interior, for defamation unless he received a full apology and reparation.

Dr Maihofer, who had authorized the bugging operation told the Bundestag today: "There are no longer any grounds for suspicion against Dr Traube." He added that the Government was ready to remove any disadvantages that the scientist had suffered as a result of the bugging action.

The Christian Democratic Opposition had accused the minister of infringing the constitution and said that breaking into a man's house was warranted only in the case of serious and urgent common danger or danger to life.

Reuter

Merten lawsuit

Amsterdam, March 16.—The wealthy Dutch art collector, Mr Pieter Merten, under investigation for alleged war crimes in Nazi-occupied Poland, is taking legal action to stop publication of a book about him.

Reuter

they were suffering, he had most of the £40,000 ransom put aboard in Abidjan.

Signor Porcaro's immediate fate will be detention in Switzerland as he has violated Swiss law. Legal proceedings, including psychiatric examination, will have priority over any question of extradition.

The hijacker's reason for bringing the aircraft back to Zurich after it had appeared when police disguised as air crew overpowered Signor Luciano Porcaro, the 37-year-old Italian hijacker.

Although one of the policemen was shot in the thigh this morning condition tonight was not serious—the 16 remaining passengers were unharmed, and flew later in the day back to Majorca. This was their original destination, and only a short flight from Barcelona where they embarked on Monday morning.

Since then the aircraft had touched down in Algiers, Abidjan (Ivory Coast), Seville-Turin, three times in Sevilla-Turin, and last night in Warsaw. The hijacker said he wanted to go to Moscow as he was a communist and would surrender to the Russians.

Signor Porcaro's expressed aim was to be reunited with his two young daughters. He collected his three-year-old daughter by an Ivory Coast mother in Abidjan on Monday night, but in Turin his estranged Ethiopian-born wife refused to hand over their five-year-old girl in exchange for the exhausted crew who had been in the cockpit for two days.

Two Zurich policemen disguised as airline pilots approached the Boeing and the hijacker, gun in hand, searched them for weapons at the top of the retractable rear gangway.

In a brief but violent struggle, they grabbed him, but he fired one shot, hitting one of the men. Other police ran up and Signor Porcaro was quickly overpowered.

Police said afterwards that they had assessed the element of risk in this action as less than that involved if the Boeing had been allowed to take off from Zurich for the third time, with the hijacker in a extremely edgy state because of fatigue.

Reuter



Señor José Recuenco, one of the exhausted Boeing 727 pilots, after the two-day hijacking ended at Zurich airport.

Two-day hijack ended by police trick

From Our Own Correspondent

Geneva, March 16

The two-day hijack saga of the Iberia Boeing 727 ended in Zurich this morning when police disguised as air crew overpowered Signor Luciano Porcaro, the 37-year-old Italian hijacker.

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Reuter

Amnesty file on political prisoners in Chile

From Our Own Correspondent

Paris, March 16

More than 5,000 of an estimated 100,000 political prisoners taken by the Chilean junta since it seized power in September, 1973, have been executed, Amnesty International alleged today. In a special document on political prisoners in Chile, Amnesty accused the Chilean Government of maintaining secret detention camps and of continued violation of human rights.

The document has been released simultaneously in Paris and New York. Its principal aim is to draw attention to the fate of prisoners under "secret" detention, and particularly, to the case of 218 of those who have vanished.

"However, so far these measures have not resulted in the cessation of the serious violations of human rights that we have uncovered," Amnesty said.

They were moreover stimulated by the gap between the trade unions and the student movements.

Signor Amendola added that extremism was the enemy of republican democracy and had to be fought in the sphere of ideas. The traits it had in common with fascism should be unmasked and denounced.

Reuter

Dog sniffs out drugs

March 16.—A dog

trained to sniff out drugs today uncovered 543lb of hashish worth 12.5m schillings (£40,000) hidden in a Turkish lorry crossing the Yugoslav-Austrian border, Austrian police said.

Reuter

The Pope recovers

Rome, March 16.—The Pope left an general audience today after an impression of having shaken off the influenza which caused him to cancel his recent audience a week ago. He spoke for about three-quarters of an hour in a firm voice.

Reuter

Plain sailing for Marseilles mayor

From Our Own Correspondent

Marseille, March 16

The first ballot. Once again, although they have a 30 per cent of the popular vote in the city, and four members of Parliament to the Socialists' three, they will remain a rump in the town council. With princely magnanimity, M. Defferre has agreed to share the administration of the city with them.

He explained to me in his deep rasping voice, it is all a question of political efficiency. "I have no reason to give presents to the right," he said. "For 20 years he has administered Marseille with the right force type coalition, and the support of Centrists and Republican Independents, against the Communists and Gaullists. Last year he broke with them over the city's budget, but he has not switched to the Communists.

"It would not be fair to the voters to switch from an alliance with the Centrists to one with the Communists," he said.

Had he agreed to joint lists with them for last Sunday's ballot, he argued, he would frighten away many middle-of-the-road voters, who endorse his impressive record as mayor, but would never back him in a parliamentary contest.

Yet he triumphantly demonstrated last Sunday that he could do without either the Communists or the Centrists and Independents. More than half of the city's inhabitants

now have Mr Louis Stokes as

chairman after a well-publicized

quarrel between the previous

chairman, Mr Henry Gonzalez,

and the committee counsel, Mr

Richard Sprague, to life today with the questioning of a Mafia witness.

However, only constitutional invocations against self-incrimination, refusing 15 times to answer, were uttered by Mr

Sprague to questions of what he knew about the Kennedy era plots by the

Dr Fidel Castro, the Cuban

Prime Minister.

The committee is investigating the assassination of President Kennedy and possible connexions with an anti-Castro plot mounted by the Central Intelligence Agency (CIA) with the Mafia. The CIA plot was extensively disclosed by the Senate intelligence committee last year.

The House committee, which now has Mr Louis Stokes as

chairman after a well-publicized

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OVERSEAS

Congress convoked to resolve Smith party rift over segregation

By Michael Knipe
Salisbury, March 16

The national executive of the Rhodesian Front decided today to convene a special congress to resolve the differences over the party's principles regarding racial segregation.

The party has been experiencing its most serious rift after last month's rebellion by 2 MPs against the Government's legislation to amend the Land and Tenure Act which would open up white-only farmland or purchase by blacks.

Since the parliamentary vote, the rebels have appeared to gain considerable backing from the Rhodesian Front constituency councils.

However, the national executive's decision appears to be in keeping with the wishes of Mr Ian Smith, Prime Minister, who is believed to be confident that he will be able to rally the Congress to his cause and defeat the right-wing dissidents. The executive consists of the 50 Rhodesian Front MPs, 50 constituency chairmen and eight national officials.

A statement issued after the three-and-a-half-hour executive meeting said the congress was being convened "to clarify the Congress's interpretation of the differences of opinion that seem to exist on matters of party principle".

Mr Smith has introduced his race reform legislation as a means of paving the way for a constitutional settlement but the dissidents regard the reform as a betrayal of the party's principles.

The congress is expected to take place in a month's time and meanwhile the two sides are called an uneasy truce,

Rhodesian tobacco farmers inspect land in Argentina

By Andrew Tarnowski
Buenos Aires, March 16

The visit to Argentina of a group of 35 Rhodesian tobacco farmers appears to confirm recent press reports that a considerable number of Rhodesians are now actively considering migration to this country.

The Rhodesians have been touring three of Argentina's northern sub-tropical provinces accompanied by a senior government official from Buenos Aires. According to informed sources, they are acting as representatives of some 3,000 to 4,000 members of farming co-operatives in Rhodesia.

Since Argentina has no diplomatic relations with Rhodesia, and since the Rhodesian Government is unlikely to look favourably on a venture which could lose it valuable human and financial resources, the visit has been shrouded in secrecy by Argentine authorities.

The Rhodesians have been exploring the possibilities of growing black tobacco in the north-eastern province of Corrientes and Virginia tobacco in the north-western province of La Pampa, the sources said. They also visited the province

of El Chaco on the Paraguayan border.

They have been accompanied by Professor Mercancay Bouillet, Director of Human Resources at the Argentine Interior Ministry.

The sources said it was expected that the Rhodesians would be offered virgin state lands for purchase. Such purchases would be made individually and as each of them would be unlikely to exceed a value of £250,000, they would not have to be publicized in the official registry of foreign investments under Argentine law.

This is another indication that the entire operation is to be carried out as quietly as possible.

Indeed, the sources said they expected no sudden rush of immigrants from Rhodesia to Argentina, rather a slow and unspectacular trickle. This procedure was apparently necessitated both by the conditions in Rhodesia and by the diplomatic niceties arising from the lack of formal relations between Buenos Aires and Salisbury.

Mr Carter accused of meddling in Korea

By Peter Hazelhurst
Tokyo, March 16

South Korea's relations with the United States, its main ally, took another turn for the worse today. A Seoul Government spokesman attacked President Carter's policy on man rights and accused Washington of interfering in internal affairs of a foreign nation.

Mr Yoo Tai Wan, the spokesman, said that a report by the US State Department on infringement of human rights throughout the world was "gettable" and "based on old preconceptions". He said South Korea was

suppressing political and human rights by "surveillance, detentions and lengthy interrogations without counsel" under emergency decree.

The report comes at a time when President Park Chung Hee has launched a diplomatic campaign to dismiss President Carter from withdrawing American ground forces from Korea before the end of the decade.

Mr Yu categorically rejected the allegations that political prisoners had been tried by a prejudiced judiciary. However members of the Opposition pointed out today that a number of political prisoners had been tried and sentenced to

death by semi-secret military tribunals in the past.

Later today South Korean journalists scoffed at the official assertion that the press was free. One senior journalist said: "They do not need press censorship. There is a member of the Korean Central Intelligence Agency in each newspaper office."

The South Korean Government has displayed an outward show of confidence since President Carter's Administration announced its intention to withdraw American troops from the peninsula, but there can be little doubt that it has been unnerved by developments in Washington.

Rhodesian concedes chess game to exiled colleague

By Peter Hazelhurst
Tokyo, March 16

South Korea's relations with the United States, its main ally, took another turn for the worse today. A Seoul Government spokesman attacked President Carter's policy on man rights and accused Washington of interfering in internal affairs of a foreign nation.

Mr Yoo Tai Wan, the spokesman, said that a report by the US State Department on infringement of human rights throughout the world was "gettable" and "based on old preconceptions". He said South Korea was

suppressing political and human rights by "surveillance, detentions and lengthy interrogations without counsel" under emergency decree.

The report comes at a time when President Park Chung Hee has launched a diplomatic campaign to dismiss President Carter from withdrawing American ground forces from Korea before the end of the decade.

Mr Yu categorically rejected the allegations that political prisoners had been tried by a prejudiced judiciary. However members of the Opposition pointed out today that a number of political prisoners had been tried and sentenced to

death by semi-secret military tribunals in the past.

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Prince Charles presents his 'mystery bird'

By Our Correspondent
Abu Dhabi, March 16

Prince of Wales left today for Kenya, en route to Ghana and the Ivory Coast on the last leg of his tour.

Retired Bent Larsen, Denmark, and Laszlo Portisch, Hungary, adjourned the

seventh game in their quarter-final with Larsen in a favourable position. Portisch is leading 4-2.

In Lucerne, Lev Polugayevsky, of the Soviet Union, maintained his one-point lead over Henrique Meckling, of Brazil, by drawing their seventh game. In the previous error-strewn game, Meckling missed a win by allowing a draw by repetition of moves.

In Rybnyk, the eighth game between Boris Spassky, the Soviet former world champion, and Vlastimil Hort, of Czechoslovakia, ended in a draw after 25 moves, giving Spassky a 4-3 lead.

Police reinforcements were sent to Flemington racecourse where the Queen and the Duke of Edinburgh attended a meeting. The police twice searched the royal box but found nothing.

They later reported that two flour bombs had been thrown towards the Queen's entourage near the Royal Melbourne Institute of Technology on the way to Flemington. The flour bombs landed a long way from the royal car.—Reuter

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Tories put Salisbury voting plan to US

By Fred Emery
Washington, March 16

An English-born sergeant in the Rhodesian Army has died in action against the African nationalist guerrillas, a military communiqué disclosed today. He was named as Sergeant Clive Mason, aged 33, single, from Derbyshire.

The communiqué claimed that one of six guerrillas killed in the past four days was directly involved in the murder of seven white Roman Catholic missionaries at Musambo last month.

Meanwhile, formal proceedings began today to strip the Roman Catholic Bishop of Umtali, Mgr Donald Lamont, of his Rhodesian citizenship in order to deport him.

The proceedings come in the wake of the bishop's conviction for failing to report the presence of guerrillas in his diocese. He was sentenced, after appeal, to one year's imprisonment which has been suspended pending a decision on his citizenship.

Mr Davies's proposal is he admits, deliberately unspecific and it remains for a future joint Anglo-American commission, or even Commonwealth participation, to get agreement on the terms of the referendum and who votes in it. He would not explain, for instance, whether he believed that all adult Rhodesians should vote, but he insisted that the electorate would have to be wider than "Mr Ian Smith's lists".

The shadow Foreign Secretary believes that he will be able to find himself in office tomorrow he could tackle the Rhodesian crisis.

His approach is that no one can know now what the present array of black Rhodesian public figures actually represent. So he proposes to ask Rhodesians in what he calls "a reference to the people" how they wish an interim arrangement to proceed.

The questions to be put in a referendum need not be of the "either/or" variety, but could be a list of options.

Mr Davies thought that arrangements for such a referendum, assuming Mr Ian Smith agreed to it, should possibly be supervised by "an authoritative presence of Britain and the United States".

He added that "commercial forces" could also participate in military, administrative and police arrangements while the referendum was being held.

But Mrs Parabi Mukerjee, one of the Congress Party national secretaries, tonight asserted that she expected Congress to hold 200 of the 300 seats contested today.

There were also claims of voter impersonation, of would-be voters turning up only to find their names not on the register, and, in some areas, of intimidation of poorer voters especially among the scheduled castes (formerly "untouchables").

At the Jhanagiripuri colony, Congress workers insisted that



Veiled not for poll secrecy but through custom, Indian women queue to vote in a village near Delhi.

West Bengal 'rigging' as Indians flock to polls

From Richard Wigg
Delhi, March 16

Mrs Gandhi was seeking above all a favourable verdict on the 19-month-long emergency which she declared in June, 1975, while for the first time with the cow sucking a calf symbol of Mrs Gandhi's Congress Party or the ploughman of the opposition Janata Party were conspicuous features of the first day's polling in India's general election.

With polling taking place in 352 of the 542 constituencies for a new Parliament and spires over the next few days, the final results will not be known before Tuesday night.

Events will then move swiftly, for within 48 hours the parliamentary parties must elect their leaders in time for a government to be presented to the new Lok Sabha on March 25.

In the keenly-fought East Delhi constituency, jubilant Janata party officials were claiming a 50 per cent turnout by lunchtime, as were their Congress rivals.

Mr H. K. Bhagat, the Minister of State for Housing and Public Works, was being challenged by a follower of Mr Jagjivan Ram's Congress for Democracy, Mr Kishore Lal, a textile workers' trade union leader and former Delhi street vendor.

Last time Mr Bhagat had a 74,000 majority and the interest was to see how this would withstand the two tough measures put through during the emergency, slum clearance in Old Delhi and sterilization of males.

At the Jhanagiripuri colony, Congress workers insisted that

those resettled were happy with the new homes they had built themselves on allocated plots.

Streams of men in shirts and women in saris, often carrying babies, went either to the Congress or Janata stands.

They voted in brightly coloured tents, which contrasted with the uniform brown of their little houses, each with its own courtyard.

A presiding officer, usually a government official, sat at a trestle table. After the voter's number was checked, he or she disappeared behind a cardboard screen to stamp the symbol.

The voters were labourers, motorized rickshaw drivers or shop hands.

Posters in other parts of Delhi were divided between those for Mrs Gandhi and Mr Ram, but the most striking was one frequently to be seen simply telling the 319 million electorate: "Vote without fear, your vote is secret."

The chief election commissioner has advised voters not to disclose their intentions to anyone, and I found it very difficult to elicit individual responses apart from the elderly Sikh who strode proudly up to me to declare:

"The people must speak today after living without a conscience for 19 months."

Mrs Gandhi, who had voted by post, continued her campaigning in those Bihar constituencies not polling today.

Mr George Fernandes, the dethroned Socialist leader, today gave up the hunger strike he started last Friday to protest over the authorities' refusal to let him go once to address his Bihar constituents.

Our Calcutta Correspondent writes: Half an hour before polling ended today, West Bengal's chief electoral officer sent a message to the chief election commissioner in Delhi recommending a fresh poll in three constituencies as state because of "massive rigging".

This was official confirmation of what the public knew from direct experience. Many booths in these constituencies and some elsewhere were taken over by Congress Party activists.

The operation consisted of taking possession of a booth, preventing voters from entering and forcing electoral officers to accept ballot papers marked in favour of a particular candidate.

The three constituencies are Dum Dum, Barrackpore and Diamond Harbour. The Marxist Communist candidate from Diamond Harbour was assaulted and the revolver of his personal guard snatched away.

Many voters complained that they had been prevented from going near polling booths.

According to one story, an old voter who tried to assert his right of franchise was beaten to death. But West Bengal's ruling Congress Party leader said secret military tribunals in the past.

Seychelles leader gives pledge on Aldabra

By Pearce Wright
Science Editor

The fate of the Aldabra Brush Warbler, one of the world's rarest birds, and threats to a remaining colony of giant tortoises and other unique populations of animal and plant species on the Indian Ocean atoll of Aldabra are being discussed in a two-day meeting which began yesterday at the Royal Society in London.

The talks foreshadow discussions beginning tomorrow on the future management of the atoll in view of the Seychelles Government decision to make it a tourist attraction.

Some scientists see that as a greater threat to Aldabra's wildlife than the plans several years ago to make an Anglo-American military staging post. Those plans were withdrawn after scientists protested.

Tomorrow's discussions will be attended by President Mancham of Seychelles, to which Aldabra, formerly part of the British Indian Ocean Territory, was returned last year. Sir Peter Scott, World Wildlife Fund, Dr Duncan Poore, International Union for the Conservation of Nature, representatives of the Smithsonian Institution, Fellows of the Society, Government representatives and other groups.

Professor D. C. Phillips, Biological Secretary of the Society, spoke yesterday of the desirability of keeping Aldabra under strict conservation control. But he recognized that the island is now part of the new Republic of the Seychelles and that the research programme initiated 10 years ago by the Royal Society was nearly finished.

It was appropriate for the society to withdraw from direct control of the research station on the island in favour of an arrangement involving more closely the Seychelles Government and international agencies.

Mr Mancham told the society that tourist access to the island would be strictly controlled. He described the conservation regulations introduced by his Government as a whole, particularly for the protection of the green turtle, and said similar policies would be adopted to protect the ecology of Aldabra.

Apart from being the only remaining home of giant tortoises other than the Galapagos Islands and the only breeding place in the Indian Ocean of flightless rails and frigate birds, Aldabra has the supreme interest for ecologists that most of it is still effectively undisturbed.

Mounties keep the peace as seal pup hunt begins

From Our Correspondent
Ottawa, March 16

Members of the Vancouver-based Greenpeace Foundation

were also at the scene, harassing sealers by throwing their clubs and pelts into the water.

PARLIAMENT, March 16, 1977.

Development at Port Talbot and reprieve for Shotton steelworks

House of Commons

The outcome of the British Steel Corporation's review of their Port Talbot and Shotton works was indicated in a statement by Mr Eric Varley, Secretary of State for Industry. He said that he agreed to the corporation's proposals.

Mr Varley said the corporation have concluded that developments of their Port Talbot works remains the most economical course of action in steelmaking terms and in support of which they would use their quality strip mill products on a fully competitive basis.

They recommend proceeding with the development at a deliberate pace so that Port Talbot could reach a total of four million tonnes of liquid steel by 1981-82 and six million tonnes by 1985-86. The full cost of this at March 1977, prices is estimated at £350m.

This programme will consist of the first stage, which now looks likely in world steel markets up to the mid 1980s. It also reflects what the corporation can realistically aim at in terms of increased market share by bringing new plant into full operation.

The first phase would include a 10,000 tonnes per day blast furnace similar to that now under construction at Redcar and a new steelmaking plant for the production of the steel required for the second stage of developments anticipated in July. The second stage would include further investment to support iron-making, upgrading the present steelmaking plant and additional continuous casting.

The corporation believe that to close Shotton's iron and steelmaking capacity when prospects are uncertain and while Port Talbot is being built up over an extended period is a sensible strategy.

The corporation are in-re-force withdrawing their closure proposals for Shotton's heavy end (Labour cheers) — and they anticipate that iron and steelmaking will continue to operate at a loss for some time. They will undertake the necessary expenditure at Shotton to keep the open-hearth steel plant in prime condition. This will lead to the minimization of employment at a close to present level.

The corporation's judgment is that they will require steel from Shotton for many years to come.

It is not before 1982-83 at the earliest. The long-term future of steelmaking at Shotton is to be reviewed in the 1980s in the light of technical developments and of our industrial strategy.

The Government welcome the corporation's proposals as a realistic plan for their strip mills' activities. The proposals also take account of regional and social needs and I have agreed to them.

I look to both the workforce and also to those engaged on steel plant construction to make a success of the new strategy.

Sir Keith Joseph (West Flint, North-East, C)—We welcome the Government's proposal to keep the open-hearth steelmaking plant in prime condition?

Mr Varley—Yes, sir. We welcome the Government's proposal to keep the open-hearth steelmaking plant in prime condition?

Does this mean renovating the plant and installing BOS equipment or retaining it in its present form?

Mr Varley—The operation of the present open-hearth is profitable and there are profitable open-hearth steels throughout this country, against which the BSC want it in operation because they need the steel.

He will welcome the fact that job levels as a result of the announcement will be broadly maintained in that part of Wales.

Mr William Ross (Kilmarnock, Lab)—What effect does this important decision have for capital development in the steel industry in the United Kingdom? Can he give a categorical assurance that the development already projected at Hunterston, in Ayrshire, will not be detrimentally affected?

Mr Varley—I can give him that assurance. The Government remain firm in the implementation of the strategy laid before the House following the review we undertook when the Labour Government came to power in 1974.

It is our intention that Hunterston should be Britain's next major steelworks after the completion of the current development at Port Talbot, which is £850m, but clearly the cost of the greenfield development strategy has gone up.

It is the corporation's judgment

that they will require steel from Shotton for many years to come.

Mr Varley—The only cost I can give today is that of development at Port Talbot, which is £850m, but clearly the cost of the greenfield development strategy has gone up.

It is the corporation's judgment

that they will require steel from Shotton for many years to come.

In their own statement they say "We shall want Shotton steelmaking for many years to come".

They are worried about the money and possible shortages and do not want to get into difficulties so Shotton remains open. Industrial relations have been good at Shotton since the 1960s reorganization.

The costs of keeping open-hearth steelmaking in prime condition are a matter for the BSC and are not fully worked out. It is their full intention that it should be kept in prime condition.

Sir Anthony Meyer (West Flint, North-East, C)—We welcome the Government's proposal to keep the open-hearth steelmaking plant in prime condition?

Mr Peter Shore, Secretary of State for the Environment, said that he would not wish to see many services handled by local government to a larger area, and recommended unitary authorities and water agencies might be appropriate to a form of regional local government.

"That the House welcomes the Government's intention to negotiate a settlement which, taking into account the interests of consumers as well as of producers, helps to secure better services for the community, particularly in those sectors with a structural surplus; and endorses the Government's view that decisions on whether Commission proposals for changes in milk marketing arrangements should be accepted are primarily a matter for that member state."

He said the European Assembly was meeting on March 22 and 23, and he had taken the unorthodox step of writing to the chair of the assembly to advise him of the argument advanced by Mr Nicholas Edwards (Pembroke, C), the Opposition spokesman.

For Shotton, there will be a very large expense for a plant which has had great success and in which industrial relations have been excellent. There will be a welcome for the reprise provided it makes economic sense.

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SPORT

Racing

Experience of Fort Devon may prove too much for Lanzarote

By Michael Phillips
Racing Correspondent

The general consensus of opinion that I have canvassed is that the race will go to Fort Devon, sponsored by Piper Champagne, at Cheltenham today if he does not fall. Some—John Francome among them—are so certain that Lanzarote will be beaten in the first hurdle to ever win the Gold Cup in addition to the Champion Hurdle that they do not even qualify their confidence.

But I am not so sure. Although conceding that he is in the field, I am not so sure that no one riding today is more adept in the art of presenting a horse perfectly at a fence than the current champion jockey, Paddy Broderick, who has won the last two races at Cheltenham, and they probably are the stiffest he has encountered this season, could bring about a downfall.

In terms of steeplechasing, Lanzarote is still a beginner with only three races over fences behind him. He has been known to plunge at the odd one in a way which would not be acceptable. Of course it is perfectly possible to argue that the Gold Cup has been won by a novice—Monsieur Tremblant is the one cited—and it also seems out of place. Monsieur Tremblant is only six years old when he won. But they were bred for steeplechasing and were steeplechasers through and through. Lanzarote is different. He is a complete novice and history turned steeplechaser and history is stacked against him.

In his favour it must be said that he has never looked better physically than he has this winter, and that he is extremely strong and talented racer who will stay the distance without flinching and that he will be ridden by the best man in the business. All this will be more than enough to convince me that Lanzarote ought to be capable of carving a unique niche for himself in the history of National Hunt racing in what might be a sub-standard Gold Cup.

On this occasion, however, I prefer Fort Devon. There will be no better jumper in the field than this big rangy chestnut whose sire, The fourth Irish challenger.

Fortina, won the race exactly 30 years ago, and his son, Devil's Timber, post and rails, Ford Devon has done virtually all his racing in the United States where he was both the Maryland Hunt Cup and the American National Champion. As you might expect of a horse with that background, he is a superb jumper and an out and out stayer and he can be expected to hold his own at Cheltenham.

The way that Fort Devon

tasted in his last two races at Kempton Park certainly suggested to me that the distance of today's race would not be a problem.

No one has greater experience of training a horse especially for today's race, than his trainer, Fuller Walwyn, who has won the Gold Cup twice.

Lanzarote, like his stablemates with Monsieur Tremblant and then again with Mandarin, Mill House and The Dikler, Walwyn concedes that Fort Devon is a good jumper but a bad stayer and that his horse is such a good stayer that he is certain to make his presence felt and give his backers a decent return for the money.

Lanzarote, Zephyrus, is also a good hurdler and like Lanzarote he is also a beginner as far as steeplechasing is concerned. Of the two much prefers Lanzarote.

He is also a good stayer and support for Bannow Rambler, but I cannot help wondering whether he will quite last it out. He was

heavily caught hand over fist as the Leopardskate Steeplechase about a month ago, and race is a matter of breathing back the Irish challenge and keeping the prize at home.

Chartered Course, at the 33rd looks

a sporting start to finish in an

ecstatic reception after winning the Champion Hurdle, sponsored by the Daily Express, last year.

For those who value such information, Shetland is likely to wear blinkers for the first time.

Say Vulcan and Prince Rock look the pick of the Grand National entries engaged in the National Hunt Steeplechase.

The heavy ground will suit them both. They finished first and second in the Bass Steeplechase at Cheltenham.

It is now up to Fort Devon to judge on that performance.

Rock has a great chance of getting his own back. But I still prefer Gay Vulcan, who has improved with every race this season.

Finally Guiding Star (3.5) and Panhandle (5.5) are my selections for the two races confined to amateur riders.

As usual Night Nurse made the running, but at a relatively slow gallop in the dead going. In the excitement of his early attempts there were Flying Diplomat, Monksfield and Birds Nest. At the fourth hurdle True Lad blundered and was pulled up. As the runners turned to race down the hill towards the stands, excitement rose to new heights away in third place came Dramatist followed by Sea Pigeon and Birds Nest.

Afterwards Broderick explained

that he had tried to get Night

Nurse to go well so that I knew

had to go after them again.

Once again the battered 39-year-old

Irishman's knowledge of and confidence in Night Nurse had proved supreme. As a delighted Broderick

Easterly hopped on to his hard

luck. And after Night Nurse's

hard fight to win, how right his judgment must have been.

Apparently, Night Nurse had

been very lame after being

trounced by Birds Nest at Newmarket. He was therefore held

back in the paddock at Cheltenham.

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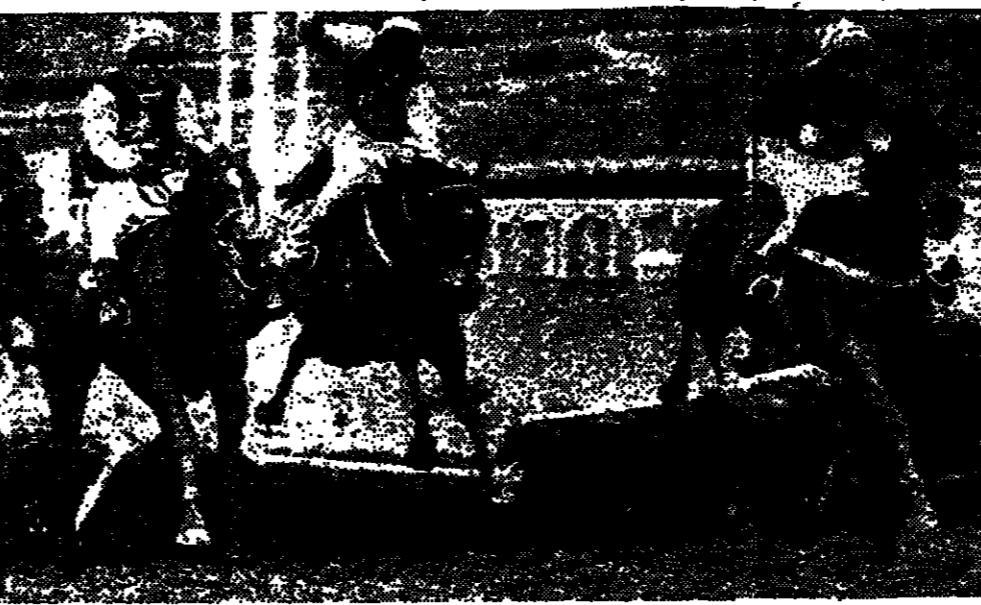
champion, Dramatist and Monks-

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At the third last Brazen Light

and Birds Nest ended. Night

Nurse rose at the next hurdle



Night Nurse (right) takes the last level with Monksfield (left). Dramatist is just behind.

Night Nurse repeats the treatment

By Michael Seely

Night Nurse returned to an ecstatic reception after winning the Champion Hurdle, sponsored by the Daily Express, last year. She was open and simple but could be narrowed down somehow. I hope that the winner will come from a short list comprising Autoway, Chartered Course, Decent Fellow,

No horse could be worse than Victor Ludorum Hurdle

more fluently than Rathcormath did at Haydock Park 13 days ago and he is my selection even though he might have been better placed.

The Irish have seen some fine

runners in an attempt to win this

race for the first time, but I hope

that Rathcormath, who spent his

formative days in Ireland will be

able to beat back the Irish

challenge and keep the prize at home.

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field and Birds Nest.

At the third last Brazen Light

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Nurse rose at the next hurdle

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Golf

Curtis Cup pair eight strokes ahead of field

By Peter Ryde

If it was not for the Curtis Cup pair, Mary McKenna and Mrs Sheila Stevenson, the two occasions they were in greenside bunkers, they got out and down in two. Their closest miss was at the 10th, where several others went, and dropped two strokes.

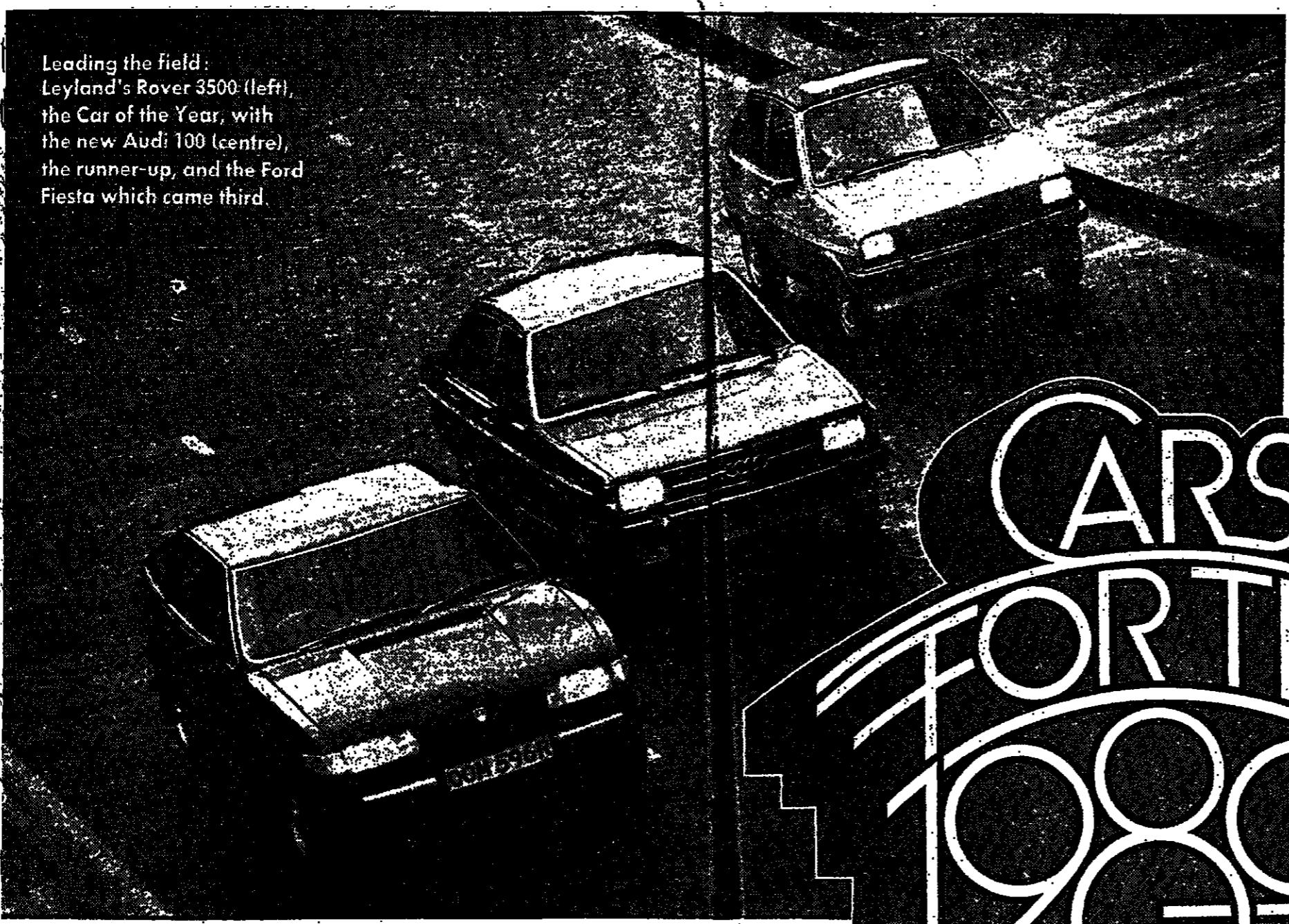
For the rest, Miss Harold and Miss Lee-Smith improved with some immaculate pitching by Miss Harold, a department which caused the downfall of Mrs Udell and Miss Needham who had to drop out of the Curtis Cup trip to the USA.

Now, however, the two have lost their swing. The Irish team has lost their edge in the Curtis Cup, and the English team has lost theirs.

They obeyed the golden rule that applies here more than in most places—keep the ball in play. They were only once in the trees,

at the 14th

Leading the field:
Leyland's Rover 3500 (left),
the Car of the Year, with
the new Audi 100 (centre),
the runner-up, and the Ford
Fiesta which came third.



Photograph, Philip Sayer; lettering David Quay

CARS FOR THE 1980S

Critical calculations that depend largely on guesses

by Peter Waymark
Motoring Correspondent

The birth of a new car, from the first rough sketches to its appearance in the dealer's showroom, takes at least four years and once the basic design is agreed there can be little going back. It follows that today's engineers and designers are committing themselves well into the 1980s.

Indeed, as any new model launched now will have to

last well into the 1980s, they are already showing their hand. If, as is likely, model changes tend for cost reasons to become less frequent, there is all the more pressure on designers to get things right the first time. There will be fewer opportunities for those mark two versions which are simply an excuse to correct the errors of the mark one.

Ford, for instance, has just launched its first mini, the Fiesta, on the rather large assumption that such cars will be taking a third of European sales by 1980.

At the same time, Rover, Audi and other producers of so-called executive cars, are banking on a considerable expansion in demand at the other end of the market.

It is difficult to see how both forecasts can be right, year

unless the trends were to grow at the expense of the middle. But the middle is the most popular family car as exemplified by the Ford Cortina, and in Britain, at least, the Cortina is the best-selling model.

Costs and profits come in as well. The rule of thumb in the motor industry is:

the bigger the car, the bigger the profit. Conversely, mini cars have traditionally meant mini profits, or no profits. But bigger cars have the scale. No one really believes that it costs Rolls Royce £40,000 to make the healthy profit on a Jaguar output of 30,000 units a year. If both forecasts can be right, year have to be weighed a week there will be more greater use of automation cost of performance. If, as prospect once lighter and

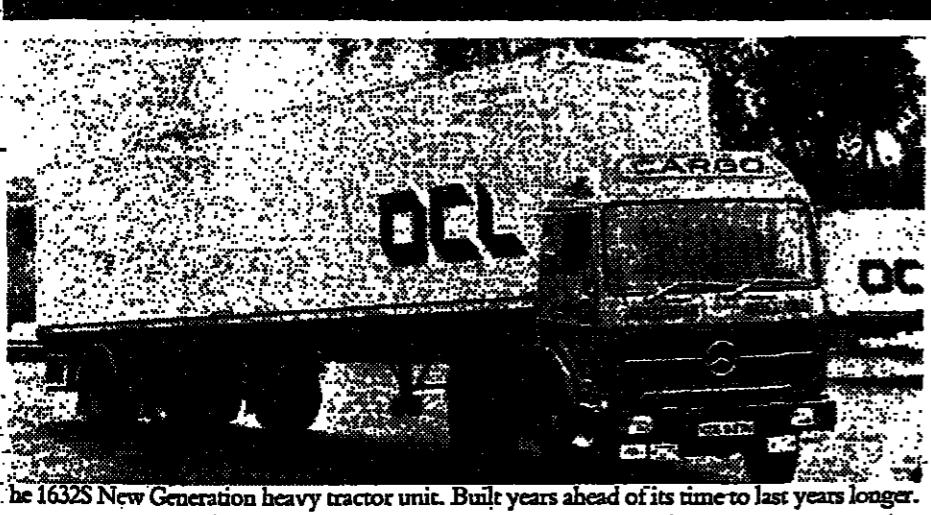
was once rumoured, the more powerful batteries are Americans were to insist on developed. With all these considerations in mind, the designer can finally get to work. As always, he will be involved in a continuous compromise between the desirable and the practical. Car design, like politics, is the art of the possible. In every vehicle a balance must be struck, between passenger space and overall length, handling and ride, performance and fuel consumption.

A car could easily be produced that would almost guarantee its occupants immunity from the most serious collision, but it would be impossibly heavy and expensive. Equally, a vehicle could be devised that would give 100 miles to the gallon and it would be so slow and flimsy that no one would buy it.

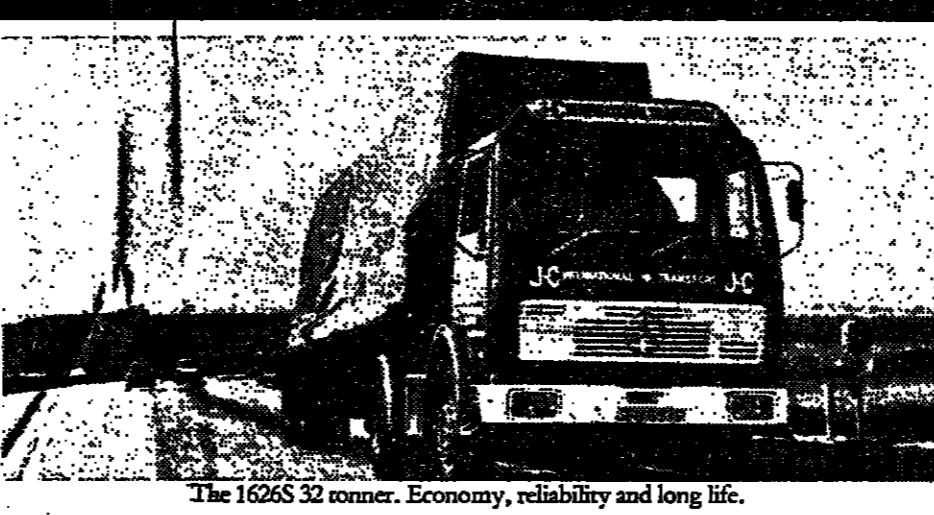
The car designer can tackle consumption by making the engine more efficient, sacrificing performance or reducing the weight of the vehicle. American cars will have to get smaller and lighter if they are to meet the official target, while in Europe it

will be performance that will suffer. In any case, speed limits are making high top speeds increasingly irrelevant. The search for alternative engines and power sources will intensify, though no one in the industry envisages a credible substitute for the internal combustion engine. All new vehicles sold in the European Community must soon carry hazard warning, reversing and fog lamps. Exporters to the United States have to fit milage. It also tends to huge bumpers to their cars to make the car slow and noisy. The electric car is emission laws, usually at the probably the best long-term

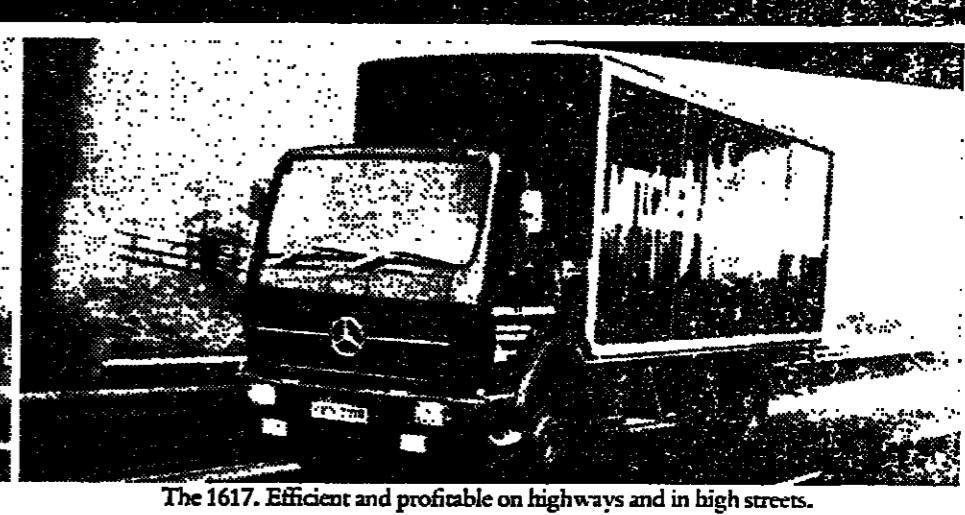
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The 1632S New Generation heavy tractor unit. Built years ahead of its time to last years longer.



The 1626S 32 tonner. Economy, reliability and long life.



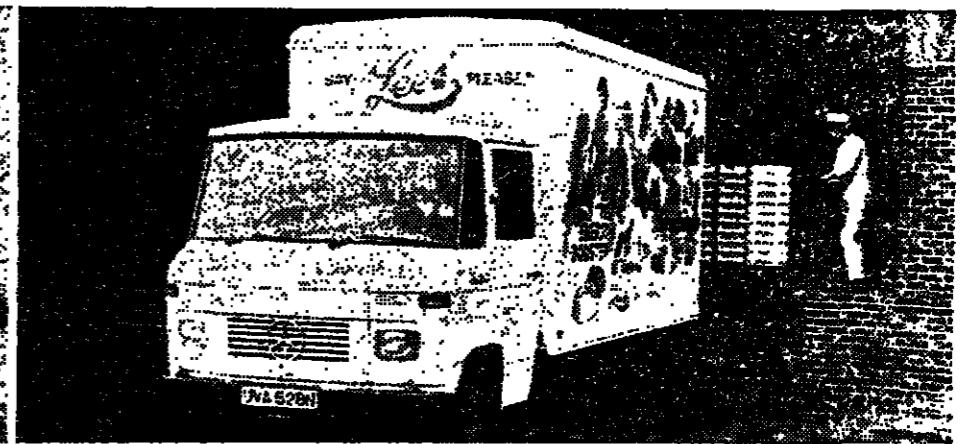
The 1617. Efficient and profitable on highways and in high streets.



A range of 4 diesel transporters from 2.8 to 3.4 tons, often delivering up to 30 mpg.



Nearly 40 medium transporters from 3.4 to 6.4 tons. Carry anything profitably.



18 chassis cabs from 2.8 to 6.4 tons. Whatever you deliver, you'll carry it off profitably.



A range of petrol and diesel saloons from 2 to 3 litres.



Coupés and coupé/convertibles that are thrilling to drive anywhere.



The S-class 280SE to 450SEL 6.9. The most sought after cars in the world.

The most reassuring sights on Europe's roads.

The legendary reputation of Mercedes-Benz is established in every corner of Europe.

Our trucks and transporters are leading long, trouble-free and profitable lives for operators everywhere. While our cars have always been considered motorists and motoring experts to be some of

the best engineered, most reliable and safest on the road today.

The safety of all road users has always been our prime concern. In fact, making the road a safer place for everyone.

In addition, we've always been concerned that

our cars, vans and trucks contribute to, rather than detract from, your way of life.

So that whether it is our petrol or diesel cars, our transporters or our heavy trucks, it's very reassuring to know that you own a Mercedes-Benz.



Imports threaten domestic share of improving market

by Clifford Webb

The international motor industry has one of the most advanced forecasting machines to be found anywhere. With the enormous capital investments now required both for introducing new models and laying down extra production capacity it cannot afford to make chance decisions. Even so the fuel crisis of 1974 introduced so many unknown factors that for a time forecasting was reduced to crystal-gazing.

Today the industry is emerging from this frightening joust with the unknown on to more reliable ground. Many questions remain to be answered, however, about such things as the rate of world recovery from inflation, oil price trends for the future, and restrictions on personal transport.

In Britain the forecaster's job is further complicated by the threat to a Phase Three wages policy, and the capability of union leaders to cope with the growing militancy of car workers.

Using the best available information from all the British-based car makers the Central Policy Review Staff—the Government's "think tank"—produced its 1975 report on *The Future of the British Car Industry*.

Noting that car registrations in 1974 fell by 24 per cent to 1,270,000, it suggested that 1975 would see a further fall to about 1,150,000. In the event the report's forecast was wrong and 1975 showed a total of 1,260,000.

This improvement continued last year with a 7.6 per cent increase to 1,280,000, but still not enough even to ensure the economical use of capacity laid down five years earlier.

That brings us to the present, but what of the future? How soon can manufacturers expect to return to the 1,700,000 peak of 1972-73 and more?

The CPRS hedged its bets by reporting the pessimists' view and the optimists' view. The pessimists forecast that 1973-74 levels would not be reached before 1985 with 1,400,000 registrations in 1980.

There are few supporters for quite such a dismal outlook today. Most car firms are expecting the United Kingdom market to achieve that 1980 forecast next year—possibly even this year. The slow but steady climb back of the past two years has also encouraged them to stand by the optimists in the industry who told the CPRS

that sales would reach 1,700,000 in 1979 and rise to 2,100,000 by 1985.

The big problem which a government has to face is how much of this forecasted improvement will be taken up by the importers? And of even more significance to our balance of payments situation, can something be done to reverse the growing trend among the big three American-owned firms—Ford, Vauxhall and Chrysler—to import cars and components from their continental factories?

While the Japanese threat is real enough—they take between 7 per cent and 8 per cent of the market—it should be appreciated that by voluntary restraint they have not increased their share for the past two years.

On the other hand, largely through the importation of Vauxhall Cavaliers from Belgium, Chrysler Alpines and Simcas from France, Ford Granadas and Ghias from Germany, cars from the EEC accounted for about 32 per cent of the British market in January compared with 20.7 per cent a year ago.

Chrysler, which was rescued by the British taxpayer last year, is already assembling many of its French Alpines at Coventry and is committed to the introduction of substantial proportion of British-made parts by midsummer. But it will still continue to bring in Simca 1000s/1100s from France and the 180/2 litre from Spain.

There is also the prospect of the state-controlled British Leyland group importing Allegros from its Belgian plant in the next year or so, as Allegro production is switched from Longbridge to Gennevilliers to clear the way for the new Mini.

Ford's massive £400m investment to produce its first super mini, the Fiesta, in Valencia, Saarbrücken and Dagenham is a major new factor. At a time when there is already 20 per cent surplus capacity in Britain and the Continent, Ford is adding the capability to produce 500,000 Fiestas a year. To put that into perspective, the entire British share of the United Kingdom market last year accounted for only 785,000 cars; of these 324,000 were Fords.

This gave Ford a 25.25 per cent penetration compared with Leyland's 27.4 per cent. The writing is clearly on the wall. Without Fiesta Ford has already recently taken over market leadership on a number of occasions. With Fiestas now arriving in increasing numbers even the most diehard Leyland supporters agree that their

The author is Midlands Industrial Correspondent, The Times.

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Safe, sporty and here to stay

by John Blunsden

True, the arrival of the much talked of new Leyland super Mini may change that but it will not be before 1979 at the earliest, or more likely 1980.

Some Leyland executives insist that this picture is not black as many suggest. They point to the overlapping price structure of the Fiesta and the Escort, the inference being that Fiesta may make inroads at the expense of the already established Escort. Only time will tell if they are right—and Ford has not made many mistakes in the past.

In spite of their dismal performance in recent years Vauxhall (General Motors) has not had to resort to the British taxpayer for assistance and frankly such a move would be unthinkable by the world's largest and most successful motor manufacturer. By retaining its independence it is not subject to the same government pressures as Chrysler to produce more of its British cars and components in Britain.

Nevertheless Vauxhall must operate within the confines of a hard-pressed British economy. While it may be acceptable for Vauxhall to import 29,762 Belgian-made Cavaliers to overcome a short-term crisis, no one has any doubt that Mr Bob Price, the managing director, is already well aware of government anxiety about the long-term implications.

The introduction of the Cavalier and the British-made Chevette have transformed Vauxhall's standing in the market. But its increasing dependence on the designs of its much more successful German sister, Opel, clearly points the way for a complete rationalization along the lines of Ford Europe.

Labour ministers make no secret of their concern that more and more decisions affecting the livelihood of employees in the British motor industry are being taken in Detroit; that less men on the other side of the Atlantic can juggle the pieces to take advantage of the best Europe has to offer without regard for its effect on any one country.

On the other hand, viewed from a commercial standpoint, who can blame them? If Leyland car workers will not respond to £1,200m worth of support from their own Government, how much less can be expected from British employees of American-owned firms?

The industry's market researchers are well aware of a growing public reaction to the pieces to take advantage of the best Europe has to offer without regard for its effect on any one country.

The author is Midlands Industrial Correspondent, The Times.

against conformity and uniformity, and in such an environment the unique body styles of the sports or sporting cars have a high level of appeal.

Nor should blanket speed limits be seen as the ruination of the market for the true high-performance car. At times, man is an illogical beast, so that when he is told he can drive no faster than 50 mph on normal highways he says: "I might just as well buy a car capable of 150 mph—one which will only do 100—at least it will be that much more exciting up to 50."

Significantly, perhaps, the latest car from Aston Martin, the V8 Vantage, is capable of a speed of 170 mph, in the cost of fuel and continually inflating purchase and maintenance costs, at least the sports car has earned its reprieve. Its concept may have broadened (in any case, was the open-top two-seater with the cutaway doors ever the only true sports car?) but in its various modern guises it is here to stay indefinitely.

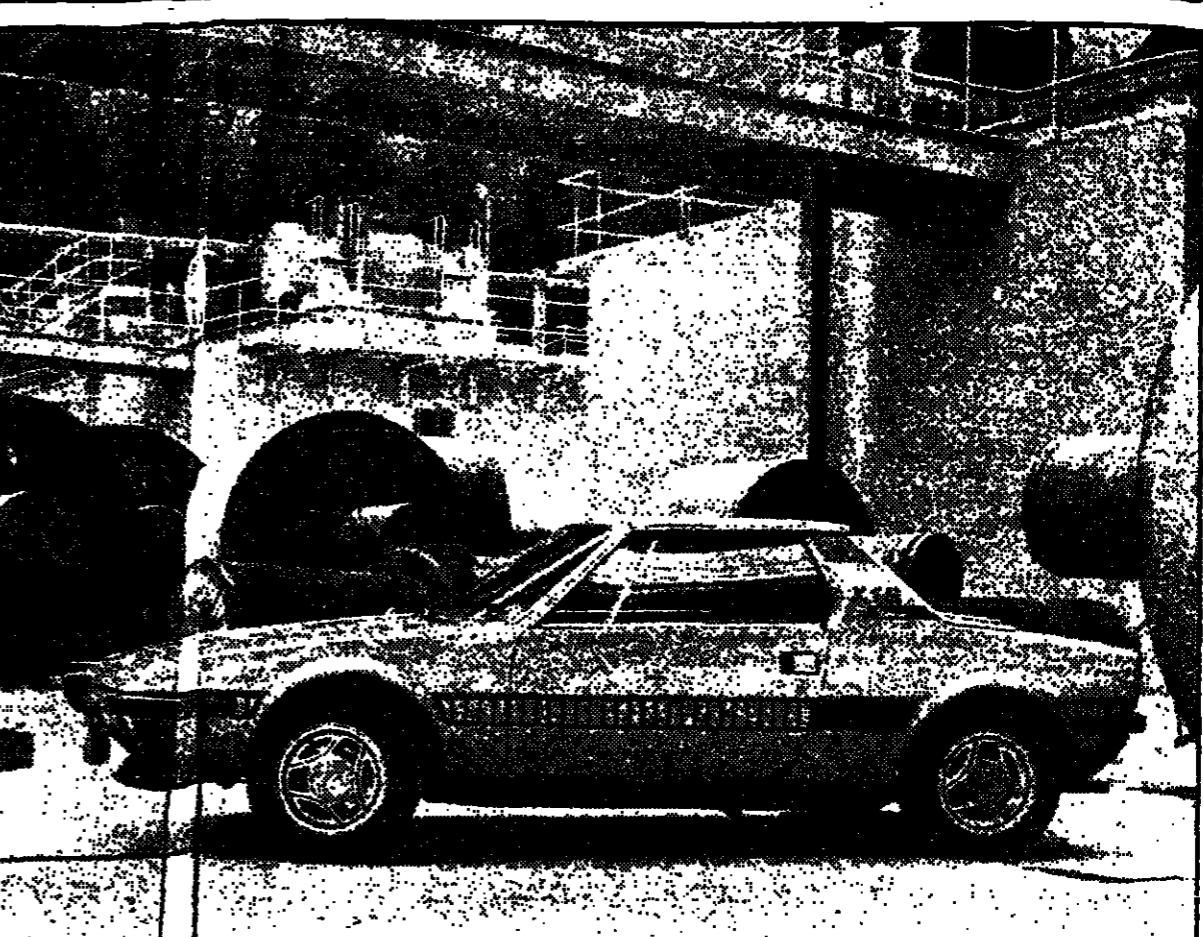
The industry has persuaded the legislators that while it is unacceptable to build cars with impact-resistant exteriors and crushable outer zones in order to provide a high level of cockpit protection, it is simply not practicable to transform the car into an armoured tank with a cotton-wool centre. It has used its technical knowledge and skill in design to create a wide variety of sports cars which meet the latest safety standards and those envisaged for the future.

New ideas in next generation

To an extent, the threat of untrammelled safety standards has given extra impetus to ingenuity in design, and we may well find that the next generation of sports cars incorporates not only new features but also new concepts, a refreshing development after a fairly long period of near stagnation in design.

Meanwhile, there is abundant evidence that the industry is paying renewed attention to the potential of the sports car market as a valuable source of profit. To an extent, this market is being stimulated by the continuing rises in car prices: when one is obliged to spend so much to buy any new car, one at least seeks one which has more than a purely utilitarian attraction.

At a more modest level, Fiat's mid-engined X19 two-seater, though launched in 1974, is a newcomer to the United Kingdom's market, where the lack of benevolence by insurance companies towards sports cars and their owners tends



The mid-engined X19 two-seater from Fiat, though launched in 1974, is a newcomer to the United Kingdom. The first year's entire allocation was taken up by dealers within days of the announcement of its availability.

to inhibit sales. Never range to augment its venerable 911 and more recent further to blur the definition of a sports car, is not adopted similar concepts, while the announcement of its availability.

At nearly five times the cost, BMW's luxury sporting coupé, the 633, may seem something of an extravagance, but for many, the sports car will for ever be open two-seater, either in classic style, as with the

Morgan, or in its logical derivative as conceived and tempered by a need to meet practicalities, notably those of carrying capacity, the MG and Abingdon remain the heart of the sports car movement, enjoying a heritage built on

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At nearly five times the cost, BMW's luxury sporting coupé

It can take as long as 3 years to really appreciate the Renault 12.



New.

Brand new, the Renault 12L costs £2,233.[†]

For that kind of money, you might find a car which is a bit faster, a bit flashier, or at first sight a bit cheaper to run.

But you won't find a car which combines all these things as well as this or any other model in the Renault 12 range.

Motor* said of the TL, "Plenty of room, very comfortable, quite quick and economical, competitively priced... no wonder it sells well."

The interior of the Renault is reminiscent of cars costing a great deal more money.

All the instruments you could decently need are beautifully laid out in front of you.

Peter Waymark in The Times (10.2.77) said, "The seats are wide and give good support. The claim to be a five seater is not an exaggeration."

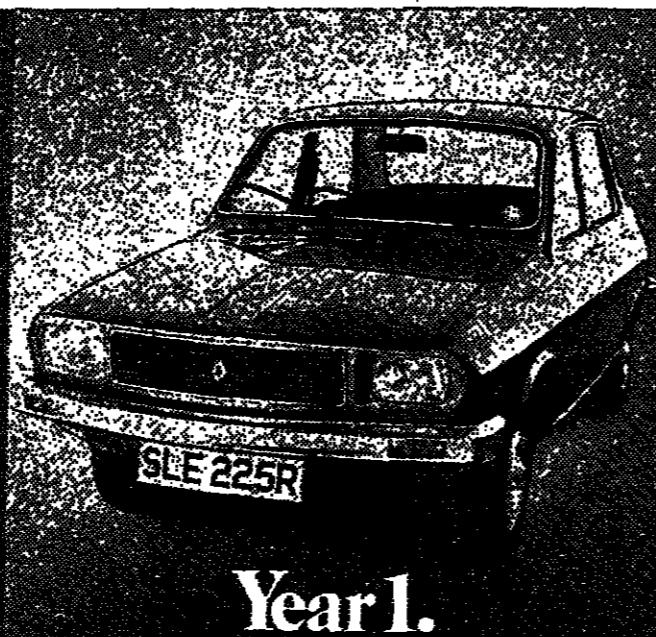
Not that we've sacrificed performance to gain comfort.

With a 0-50 time of 10.4 seconds*, the Renault 12TL has enough acceleration to get you out of a lot of tricky situations. And a top speed of over 85mph* makes motorway driving at 70mph effortless.

The Renault 12TL runs on 4 star petrol and does better than 30 miles to the gallon.* Through Renault, it's also cheap both to buy and to insure.

With our Loan Plan you can buy a new Renault at a flat rate of 7%** per annum, or a used Renault up to four years old at 9%**.

And the Renault Insurance Plan offers substantial discounts for Renault owners.



Year 1.

After about a year, you'll have probably taken your Renault on a couple of long trips. You'll have enjoyed driving it.

"The Renault 12 has always been a relaxing long distance car" (Motor 20.3.76).

Front wheel drive will help keep you clinging to the road through rain, ice and snow "...road holding, wet or dry, is excellent" (Times 10.2.77).

The Renault 12 is better constructed than most of its competitors.

The AA* said "...a body structure that stands up well to comparison with the very best."

It's actually a lightweight rib construction which makes it both very strong and very quiet.

The bitumen and PVC underspraying will protect the Renault 12 from rust long after it's started to bite on similar competitive models.

*With AA Test Drive Test Purchase Option.



Year 2.

By now the Renault ought to be easily out-stripping the competition.

Low petrol consumption and service intervals of up to 9,000 miles will have kept your costs right down.

The car itself will probably have depreciated less than others in its class.

The AA* said of the 12 "...structural weakening with age and exposure to Britain's corrosively aggressive environment is low."

Thanks to high standards of paintwork and construction, added to a 4 cylinder 1289cc engine which is cleverly geared never to exert itself too highly, you can see why the Renault 12 depreciates so slowly.

*With AA Test Drive Test Purchase Option.



Year 3.

Talking of depreciation, we should finally say that over the last three years the Renault 12 has held its value better than almost any of the cars which were competing for your money when new.

Today, well kept 1974 models are selling at anything up to their original purchase price.

Proving that, although the Renault 12 may look as though it has some competition when new, it certainly doesn't when it's used.



Renault 12 from £2,233.[†]

To Renault Ltd, P.O. Box 12, London W3 7NU. Please send me details of the Renault 12.

NAME _____

ADDRESS _____

POST CODE _____

TEL NO. _____



TI-R12/77

Renault 12[†] (Illustrated, £2,233.00). Renault 12TL, £2,464.00. 4-door saloon and estate. 1.2L 4-cyl. Petrol. Correct time of going to press. Includes heated rear window. Car Tax £1.14. Includes front seat belt, delivery and number plate. State dra. 0.0. 372 dealers throughout the UK. West End Showroom, 77 St. Martin's Lane, London, WC2. For further information write to Renault Ltd., Western Avenue, London, NW3 0PZ. Renault recommend elfoil.

Four million cannot be wrong

It has become fashionable in recent years to write off the Mini as yet another example of a British invention which the British have failed to exploit. This view is not shared by the motoring public which continues to buy the car in large numbers. Nearly 18 years after its launch the Mini is still the third most popular model in Britain and the country's leading export car.

Contrary to predictions, the arrival of a new breed of continental super-Mini—the Fiat 127, Renault 5, Volkswagen Polo—has done little to dent the Mini's popularity and Mr Derek Whittaker, managing director of Leyland Cars, says they will continue to sell every one they make as long as they want to.

To some ears this is just bravado mixed with complacency. Critics of the Mini assert, with some truth, that it is a noisy car compared with more modern rivals, that its ride is too harsh, that it should have more interior space and that it needs a third door at the back.

These points will doubtless be attended to in the mark two Mini which is due out in 1979. But the design of the car is almost the least of Leyland's problems. More pressing are worries about how the Mini is going to make money and repay some of the vast public investment in Leyland over the next decade.

The achievement of Sir Alec Issigonis, who designed the Mini, was to create a four-seater car which took up only 10ft on the road. He cut bonnet length to the minimum by mounting the engine crosswise, used front-wheel drive to release maximum space in the passenger compartment and dispensed with a conventional boot. The car set new standards in roadholding, was absurdly easy to park and exceptionally economical. And it cost less than £500.

Not has the concept been invalidated by the passage of time. If anything, growing traffic congestion and the emphasis on fuel saving since the Yom Kippur war makes the Mini a more topical car now than it was in the late 1950s. Its total sales are a record for a British car, reaching three million in 1972 and four million in 1976.

Leyland management, in fact, had become divided on whether the Mini should continue at all once the present model had exhausted its potential.

Mr John Barber, the former managing director, was one of those sceptical about the Mini's future. He saw no way, on Leyland's volume, of making more money out of the car and argued that, in any case, the family motorist wanted something bigger.

The issue was decided by

the Ryder committee in 1975.

The Mini was probably

underpriced from the start.

Certainly men at Ford were

astonished how cheap it

was. But the British Motor Corporation was ruled by engineers and production people and not by accountants and the policy was to design and build the car first and worry about the financial side later. And it was so easy to sell cars in the late 1950s and early 1960s that for a time the lack of financial control did not matter.

But by the time Leyland

took over BMC in 1968 com-

petition was getting fiercer

and the next few years saw

a dramatic rise in the num-

ber of imported cars sold in

Britain. Fiat, Renault, Peu-

geot and Volkswagen came

up with rival small cars.

Lord Stokes tended to

brush this competition aside,

saying he was flattered that

Fiat and Renault had at last

seen the sense of the Mini

concept. And while these

continental super-Minis

offered more space and a

tailgate, they were a good bit

dearer. Besides, the Mini

had over the years acquired

a distinctive character and

buyers remained loyal. The

car might have been showing

its age but there was nothing

else quite like it.

At the same time there

were many people who could

not understand why the

Mini had gone so long with-

out revision.

The provision

of a rear door, or tailgate,

seemed an obvious step and

a three-door version was pro-

duced by Leyland's Italian

subsidiary, Innocenti, for

sale on the Continent. But

it never reached Britain.

It was left to Rootes to

offer the Mini its only ser-

ious competition when it in-

troduced the Imp. But by the

time it appeared the Mini

was well established and

whatever the virtues the

Imp possessed, and there

were many, they were offset

by unreliability. Hounds took

the Mini concept in Japan

and brought out a similar

looking car but otherwise

the Imp did not go far.

The real competition did

not emerge until the early

1970s with the successive in-

roduction on the Continent

of the Fiat 127, Renault 5,

Peugeot 104 and Volkswagen

Polo. Each of these cars took

up the Mini theme in

producing a baby car remain-

ing it in important ways.

The launch of the BMC

Super-Mini in 1959 left the main

rival company largely unin-

pressed. Ford looked at the

Mini very closely but saw no

prospect of making money

from it and decided to put

its weight behind a new

medium car which eventu-

ally became the Cortina.

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producing a baby car remain-

ing it in important ways.

To begin with, these circle

by new production

units were 18 to techniques and economies of

scale. The Fiesta is a truly

European car, made in three

countries—Spain, Germany

and Italy—and with a

significant increase in both

passenger and boot and Britain—and with a

lot more space. Although the

Fiat potential output of 500,000

units a year, the car is

designed to be quiet

and comfortable. In designing the Fiesta, Ford looked hard at what

was already in the field.

Fiat 127s were bought

in the dozen, stripped down to

their nuts and bolts and

every part examined and

tested. Ford had no thought

of making a car that

would be different from the

Fiesta, or the Cortina,

or the Imp, or the

Renault 5, or the Peugeot

104, or the Volkswagen

Polo. All were to have a door

at the back and a rear seat

that could be folded flat to

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Executives find themselves well catered for

Within days of the introduction of the Rover 3500 came increasing competition in the past two or three years. Almost every manufacturer of executive cars has many of its new prestige models, the Audi 100. The new Rover had last 13 years and in its 2.00 version lives on yet. The new Audi had come after just eight years. The battle for the executive sector was hotting up.

Coincidentally the new Audi 100 was almost the same length and width as the Rover but there the similarity largely ended. The Rover was a five-door car, the Audi a four-door saloon conventional hatchback alternative is expected in the autumn. The Audi has front-wheel drive, the Rover engine drives the rear wheels.

The Rover was launched with the 3.3-litre V8 engine: smaller six cylinders will follow. The Audi started the other way round, with a 1.6 litre (from the Audi 80) and a new two litre developed from the 1.871 cc unit. The car's biggest engine will be a 2.2 litre with the unusual number of five cylinders.

The use of five rather than four or six cylinders is unique for a petrol-engined car in regular production (Mercedes has a five-cylinder diesel). Audi claims that its unit is lighter and more compact than a six cylinder, with gains for fuel consumption. At the same time it is said to be just as smooth and quiet as the rival "sizes" of Renault, Peugeot, Mercedes and BMW.

The Audi and the Rover enter an area that has been

increasingly competitive in the past two or three years. Almost every manufacturer of executive cars has many of its new prestige models, the Audi 100. The new Rover had last 13 years and in its 2.00 version lives on yet. The new Audi had come after just eight years. The battle for the executive sector was hotting up.

As well as the choice of models increasing, in many cases more of each are being produced. The new Rover has a production capacity of three times the old. Audi plans to sell 250,000 of its new 100 each year, or twice as many as before, and steadily, if less spectacularly, growth is expected from Mercedes and BMW.

The most interesting example has been the cooperation between Renault and Peugeot in France and Volvo of Sweden on a joint 2.7-litre V6 engine. The cost of producing a new engine has been estimated by the British Central Policy Review Staff at as much as £150m, with the rider that unless it is made in vast numbers there will be no prospect of getting the money back.

That is why the Renault-Peugeot-Volvo project makes such obvious sense. The which has a striking wedge shape not unlike the Rover's company less than if it had As might have been expected

been developed by one of the world's leading automotive innovators, there were plenty of novel features including a single windscreen wiper, digital instruments and control buttons that are played like piano keys. The car may have been a shade under-powered, though the Citroën has since up-rated the bigger engine to 2.4 litres.

There are many interesting engines among these new executive cars and none more than that of the Lancia Gamma, which is a 2.1-litre unit of only four cylinders. Like Audi, Lancia claims the advantages of lightness and compactness over the more usual six-cylinder design with no loss of power and flexibility. The Gamma, a Pininfarina-styled fastback saloon and coupe, is said to be capable of 121 miles an hour. While the Fiat 130 ceasing production, it becomes in effect the new flagship of the Fiat range.

To all these models must be added the slightly older BMW 5 series, with its superb handling and excellent ride and wide choice of engines from 1.8 to 2.8 litres. The Saab 99, older still, and smaller, has also designs on the executive market and is now available in a five-door version. Finally, one must not forget the top cars of the volume manufacturers—Volvo without question, but with speed limits almost universal the attractions of a car that is solid and comfortable and likely to last must grow.

Volvo remains the retort to those who argue that it is impossible to sell cars on safety.

The main French challenger to the Renault 30 and Peugeot 604 is Citroën's CX which has a striking wedge shape not unlike the Rover's. As might have been expected

Award winner battles against labour disputes

As the new masters of Britain Leyland took stock of their scattered and unwieldy inheritance after the 1968 merger it became clear to them that the company's main assets as a car producer lay more in the prestige sector of the market—Jaguar and Rover—than at the volume end.

They argued that while Rover could not hope to match the huge output and reap the consequent economies of scale of the major European and Japanese manufacturers, they could, and must compete on quality. Besides, there was more money to be made on a Rover or a Jaguar than on a bread-and-butter car sold at a much lower price.

So the plan was to expand at the top end and leave volume car output more or less as it was while improving quality and taking the range a rung further up the market. Peugeot was the continental model most often quoted. For a Jaguar there would be a similar high-volume production, but with speed limits almost universal the attractions of a car that is solid and comfortable and likely to last must grow.

—The Rover which appeared in 1976 was entirely different from the model of 13 years before.

The shape, a fashionable low-slung wedge with sloping bonnet and cut-off tail, was more reminiscent of the Citroën CX than a traditional Rover. Equally in fashion was the fifth door, or tailgate, and folding rear seats. Even the rather conventional live-axle rear suspension, which looked on paper to be inadequate for a car of such quality, achieved in practice a commendable balance between handling and ride comfort.

The car arrived to general critical acclaim and at the end of 1976 was voted car of the year by a panel of European motoring writers.

The old Rover was criticized for lack of legroom in the back and a poor boot; the new model more than compensated and the sign department had been Austin Morris became the enormous.

The 3.5-litre engine was upgraded from 143 to 155 bhp.

The new Rover was, however, planned before the energy crisis when the prospects for growth in the so-called executive market looked a lot brighter than they have since. To produce the car a new factory was built at Solihull and with exports planned on a substantial scale to both Europe and the United States (a market Rover had deserted some years before) the initial capacity was set at between 125,000 and 150,000 cars a year.

If achieved, this would have represented more than three times the maximum output of the old, with a new bodyshell covering the same mechanicals. Apart from retaining the V8 engine, however—and it was changed in important details—the Rover which appeared in 1976 was entirely different from the model of 13 years before.

The car had a delightful five-speed gearbox which has since found its way into the Triumph TR7 and is surely destined also for the Jaguar range. Quiet, comfortable and well equipped, the new Rover looked like a future classic. Even the rather conventional live-axle rear suspension, which looked on paper to be inadequate for a car of such quality, achieved in practice a commendable balance between handling and ride comfort.

The car arrived to general critical acclaim and at the end of 1976 was voted car of the year by a panel of European motoring writers. The smaller 2.3-litre and 2.6-litre engines, too, are expected in the next few months completing a range that will compare, especially on price, with anything that continental manufacturers have to offer.

The proposition has yet to be tested. As a premium the Rover 3500 is clearly good enough and despite competitive pricing it is potentially the most profitable car in the Leyland group after the Jaguar XJS. But as a succession of labour disputes held up the car's progress, the question was not whether Leyland could sell enough Rovers but whether it could make enough. A car-of-the-year award would cut no ice with a buyer having to wait six months for delivery.

P.W.

Money was short

The sports car quickly became a victim of Leyland rationalization. With Jaguar, Triumph and MG, the company felt that it was already well represented in what could only be a limited market. The P8 project on the Saab 99, older still, and smaller, has also designs on the executive market and is now available in a five-door version. Finally, one must not forget the top cars of the volume manufacturers—Volvo without question, but with speed limits almost universal the attractions of a car that is solid and comfortable and likely to last must grow.

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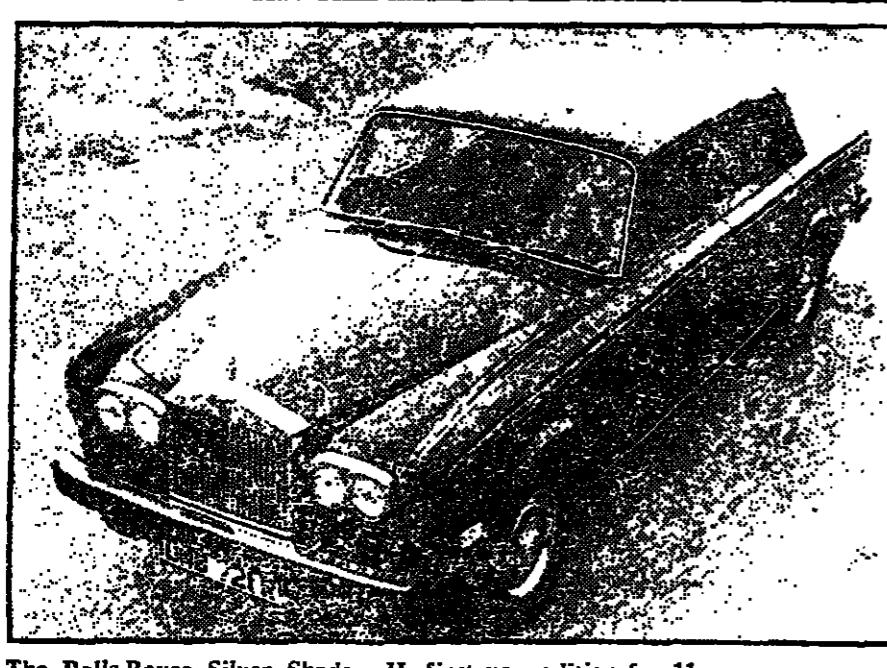
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P.W.



The Rolls-Royce Silver Shadow II, first new edition for 11 years.

Luxury models know where they are going

Whereas a manufacturer of cars for the mass market must revise and replace models every few years to keep up with—and ideally a step ahead of—the opposition, the producers of luxury cars afford to bid his time. He is more concerned with maintaining the quality and reputation of his car than bowing to the latest fashion.

Thus the Rolls-Royce Silver Shadow, which was launched in October 1965, has only just gone into its mark two edition. There have been modifications in the intervening period, more than 2,000 of them; but none has affected the basic design of the car. The Rolls-Royce philosophy is essentially conservative, to retain the best of the past and make changes only when there is an overwhelming case for doing so.

The Shadow did represent a clean break but the result was a succession of teething troubles that severely damaged the Rolls-Royce image. The experiment will not be repeated. New models in future will have a large measure of continuity with the cars they replace.

One way of ensuring that new features are thoroughly tested before they are put into the Shadow, the principal Rolls-Royce model, is to try them on the smaller volume cars first. The introduction two years ago of the Camargue, the world's most expensive production car, was not an attempt to increase profits—it was intended to provide a running test-bed for new developments.

An important feature of the Camargue was a unique air conditioning system which automatically maintains separate temperatures that can be pre-selected in the upper and lower parts of the car. It had taken eight years to develop, the Camargue proved its effectiveness and it has now been installed in the Shadow.

The other main revisions

for Silver Shadow II include the first time on the car for the first time on the Roll's rack-and-pinion steering, suspension changes to reduce body roll and the fitting of a front air dam for better stability at speed. The instrument panel, which has looked more like that of an aircraft than a motor car, is tidier and easier to read, less right in its essential res-

pects the first time round, underline the feeling that there was correspondingly less scope for change.

But changes there are—a new front suspension for instance, and a longer wheelbase. Surprisingly, since the though the size and fuel car looks much as it did before, every body panel is new, giving subtle improvements to aerodynamics and crash protection and even allowing the fuel tank to be positioned less in harm's way.

Like Rolls-Royce, Daimler-Benz uses its less popular models to try out ideas which are later introduced to the rest of the range. Thus the styling and suspension of the revised compact models derive from the bigger S-class car. The company's most expensive model, the 6.9 litre, uses hydropneumatic suspension and it will be interesting to see whether this, too, is destined for wider application. But evolution, not revolution, is the keynote.

Jaguar makes some 30,000 cars a year, 10 times as many as Rolls-Royce but only a fraction of the Daimler-Benz output. Its difficulty does not lie in maintaining the excellence of the cars—the 12-cylinders are among the quickest and certainly the most refined vehicles in the world—but in producing them in sufficient numbers and at the right quality.

After embarrassingly long waiting lists built up for the XJ6 and XJ12 models, Leyland decided to double Jaguar capacity to 60,000 units a year. The oil crisis reduced enthusiasm for the plan, which had in any case become bogged down in a dispute over the siting of a new paintshop.

Even if quality and output targets can be achieved, there remains a further problem to occupy Jaguar into the 1980s. The Government of the United States, Jaguar's main overseas market, is demanding of car manufacturers a dramatic improvement in fuel consumption. Rolls-Royce hopes to comply by being small. Daimler-Benz is selling more diesels. For Jaguar it could mean a rethink of engine size, and even the abandonment of the superb V12 on which the glamour of the marque so largely depends.

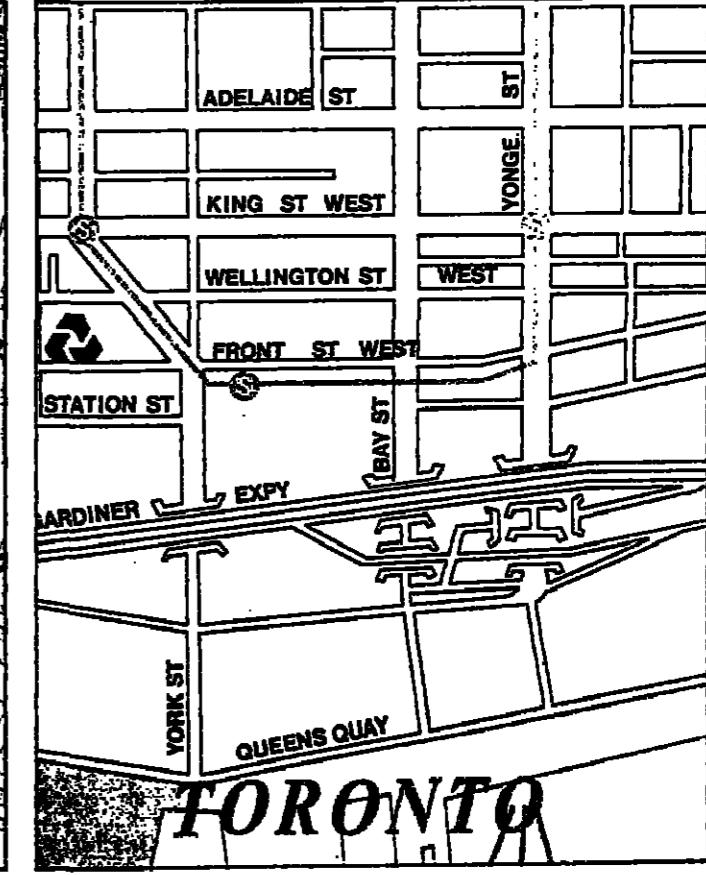
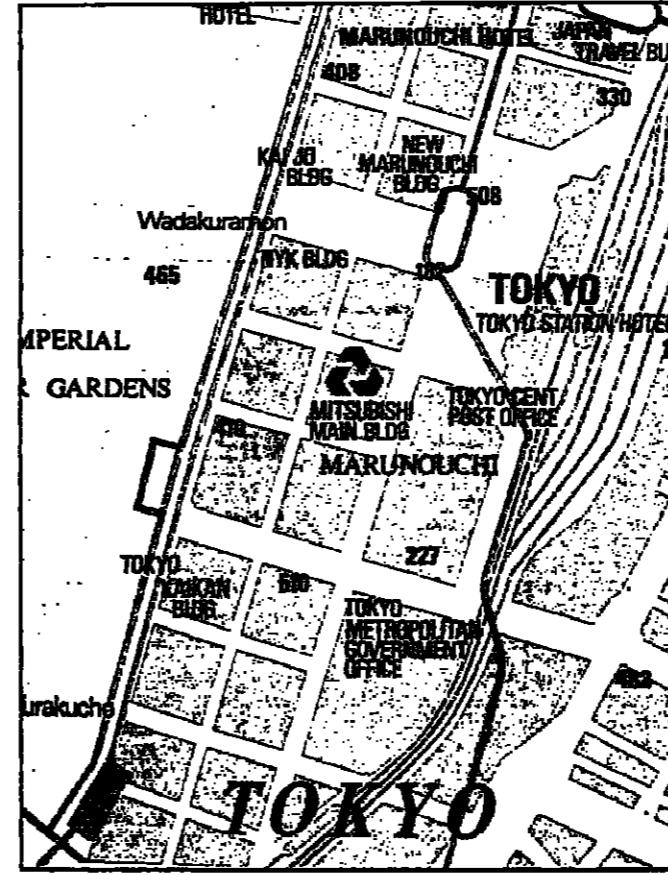
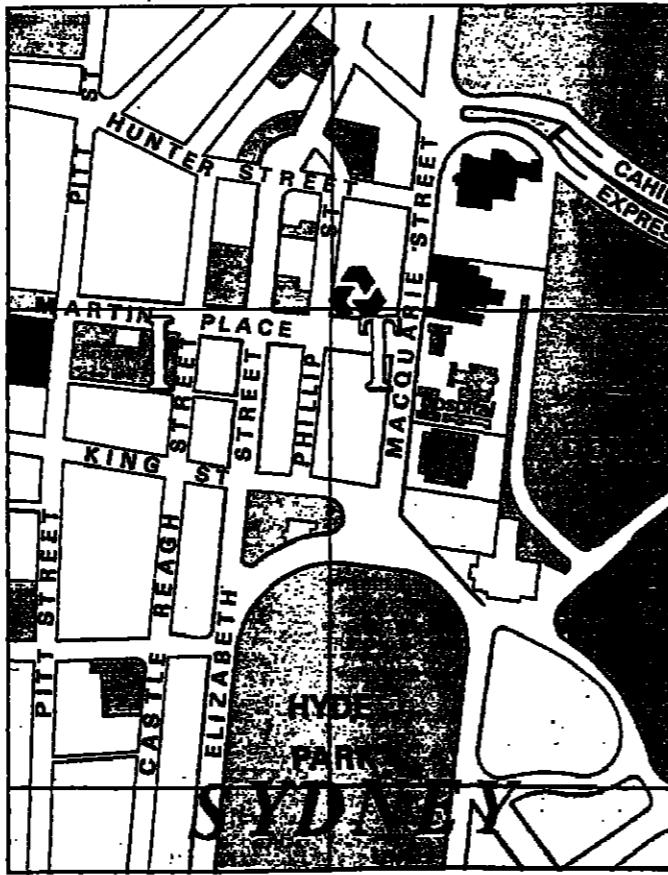
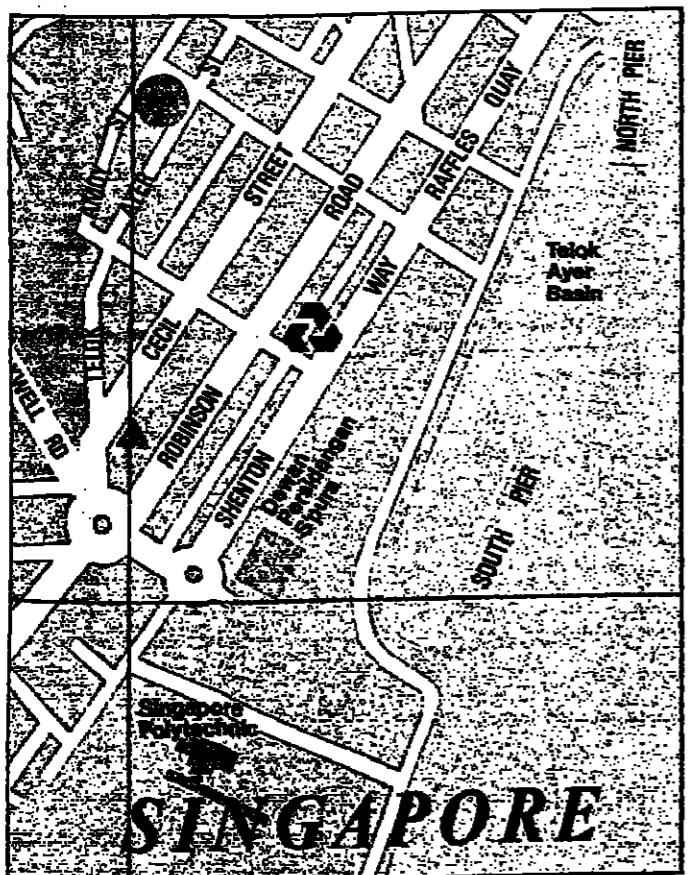
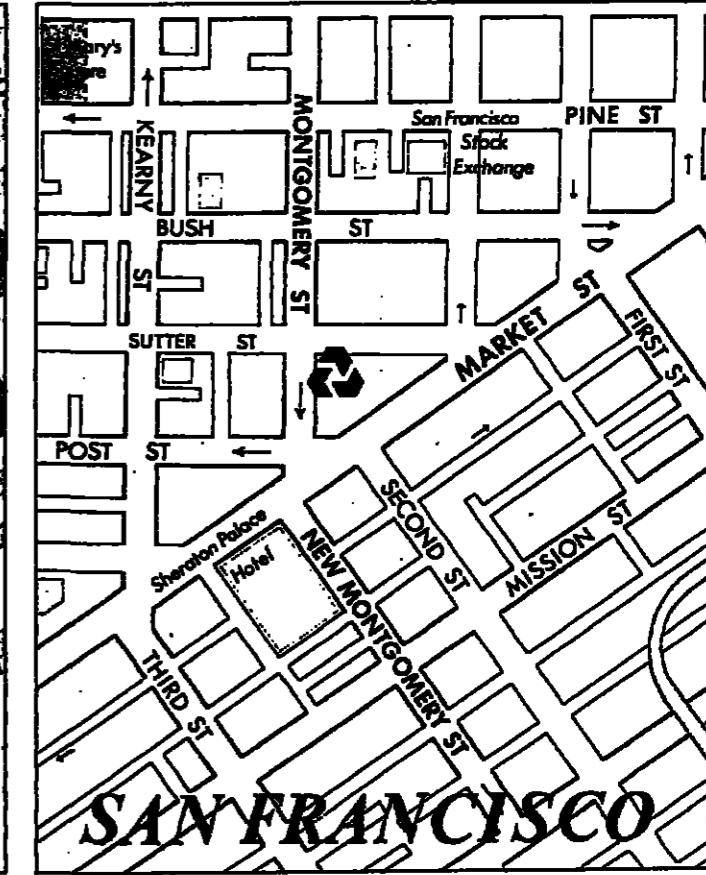
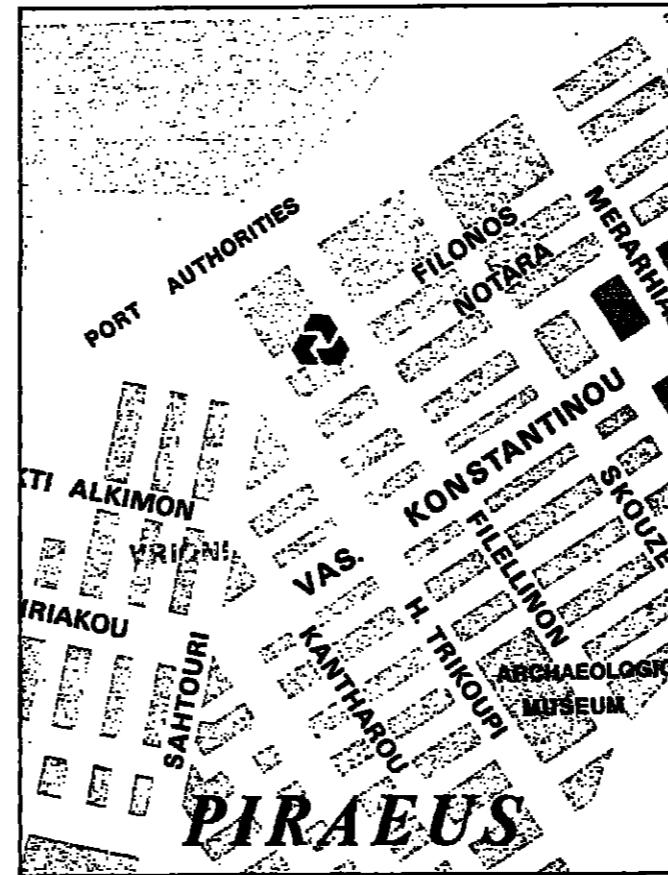
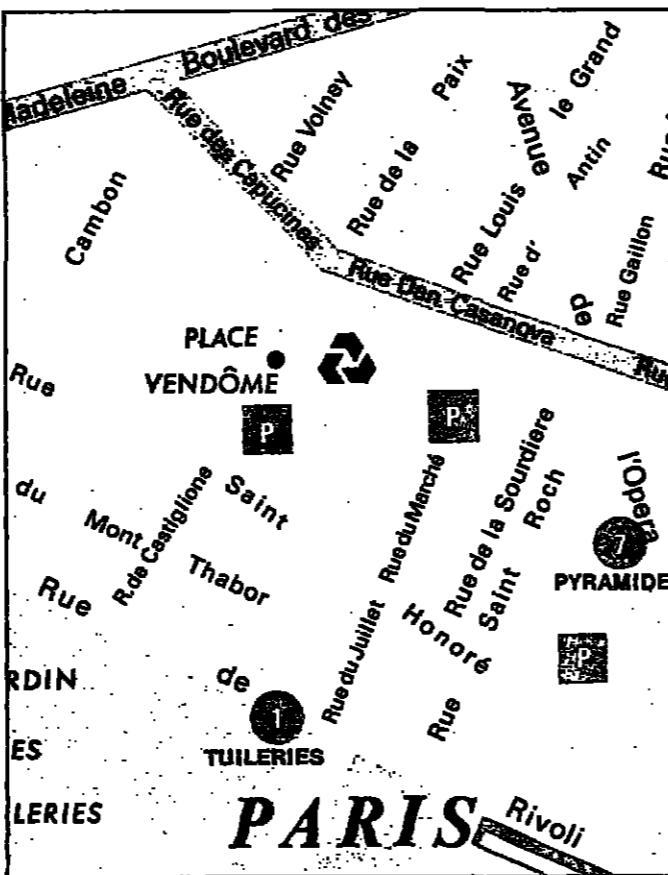
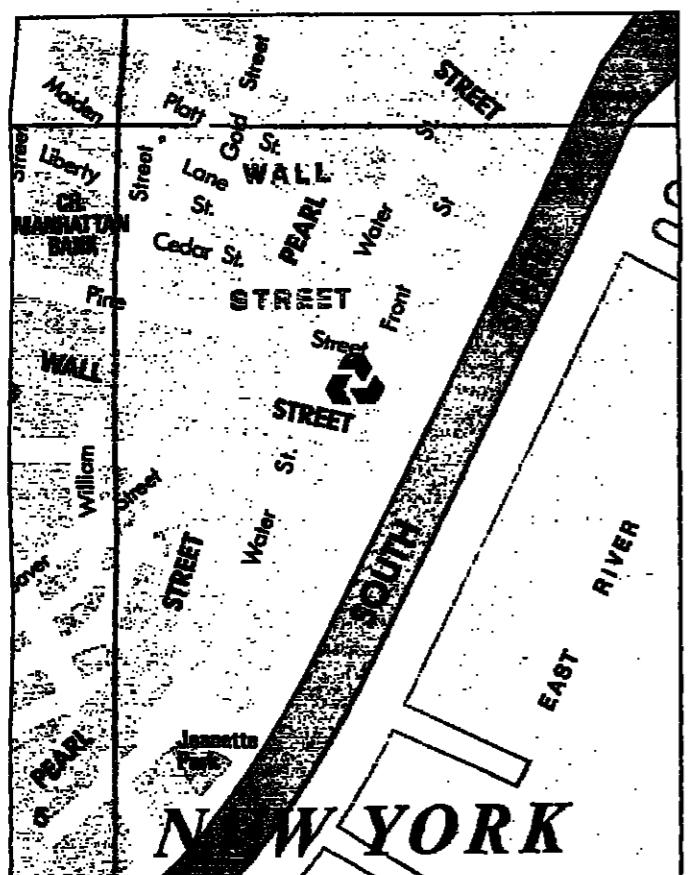
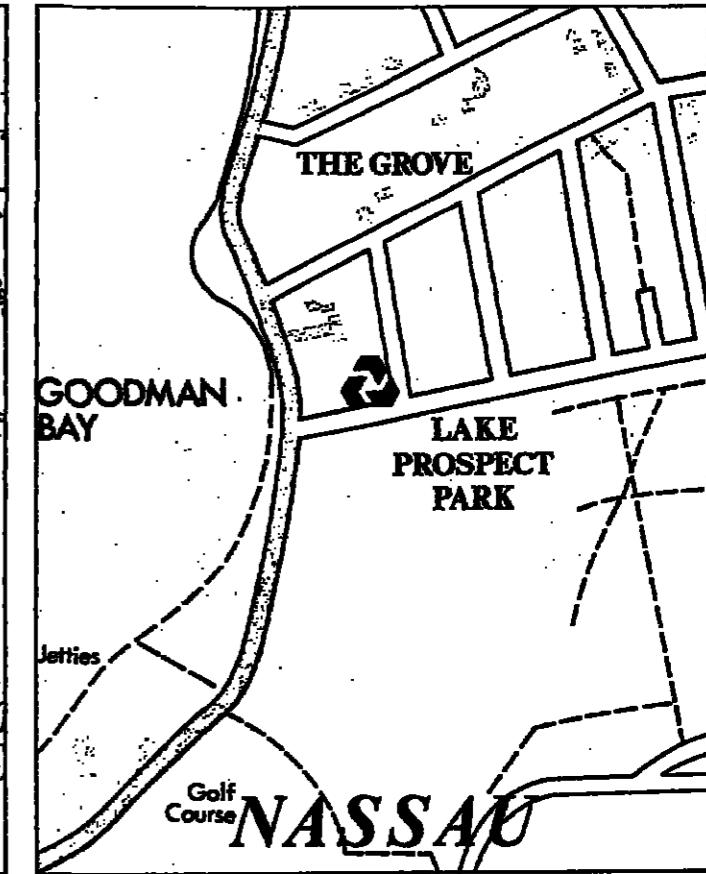
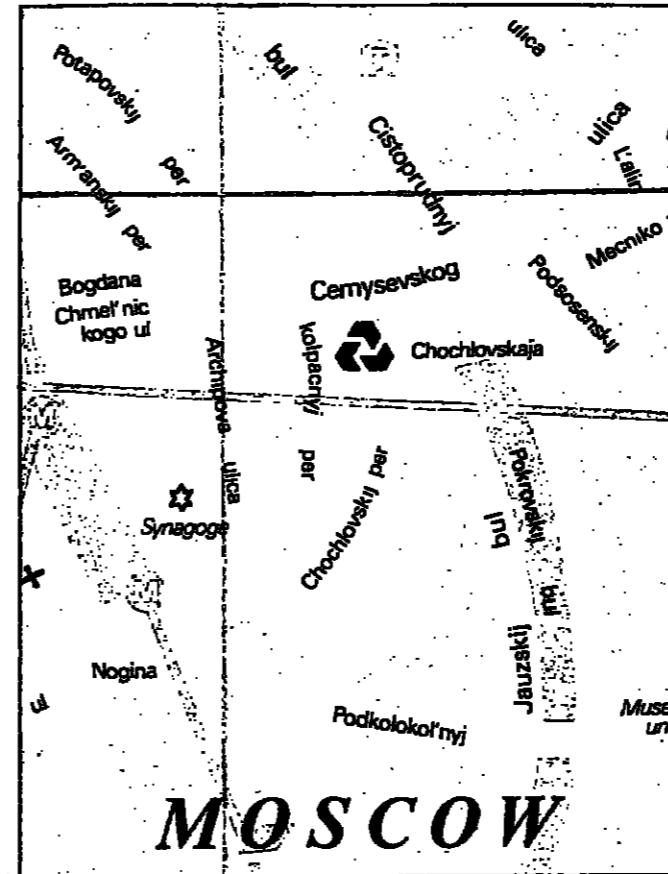
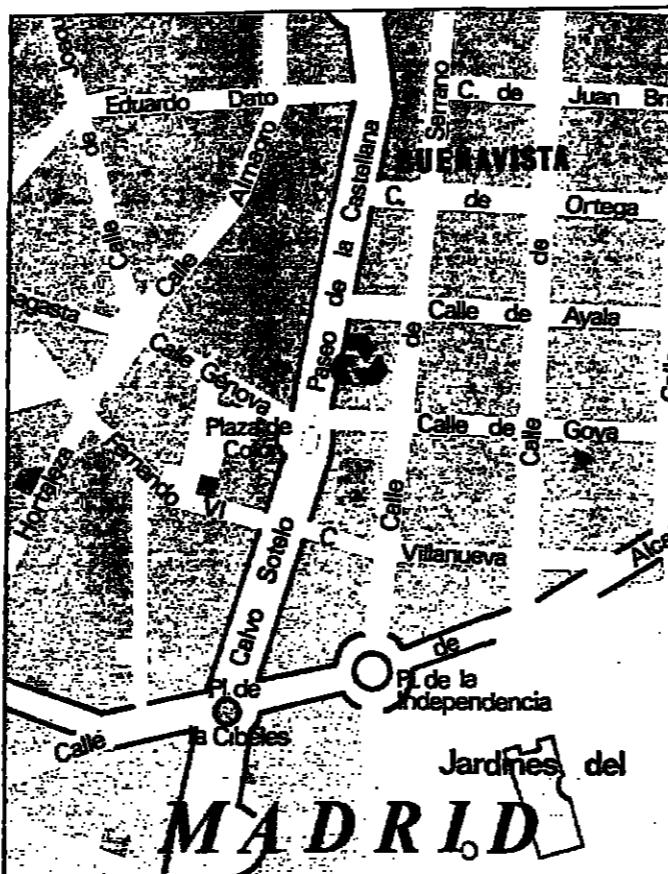
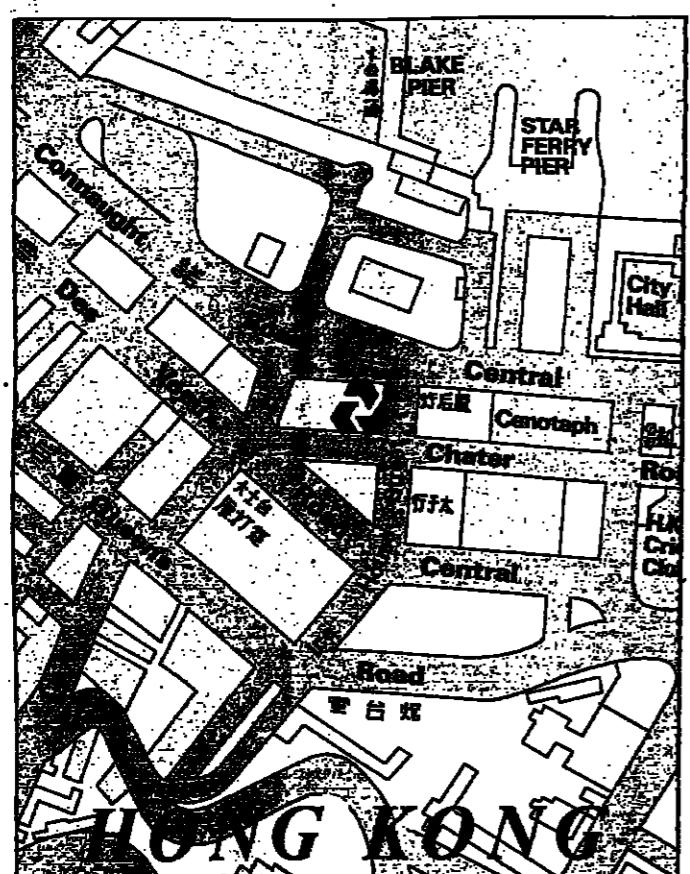
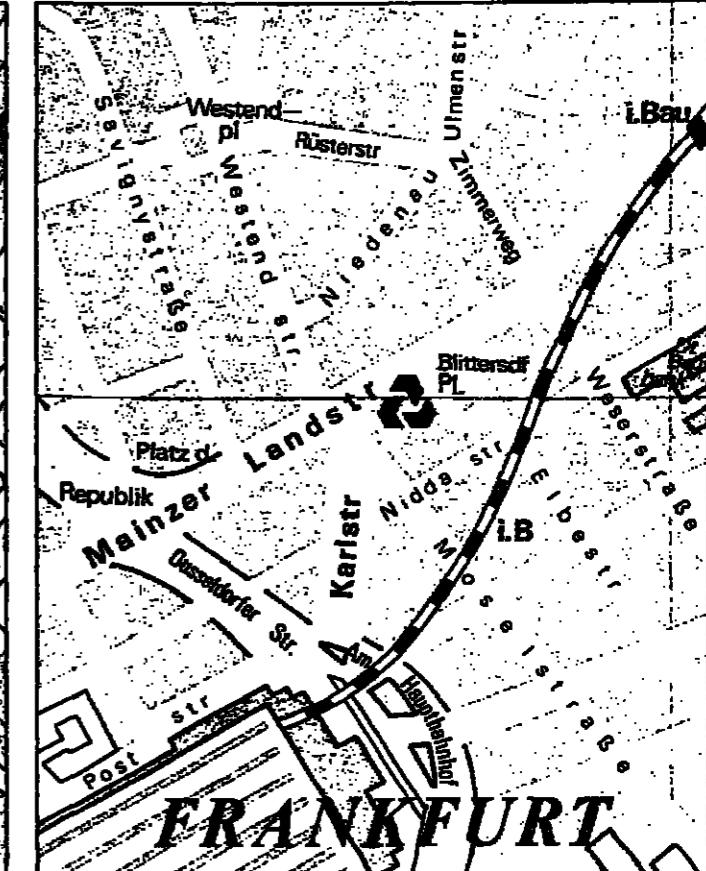
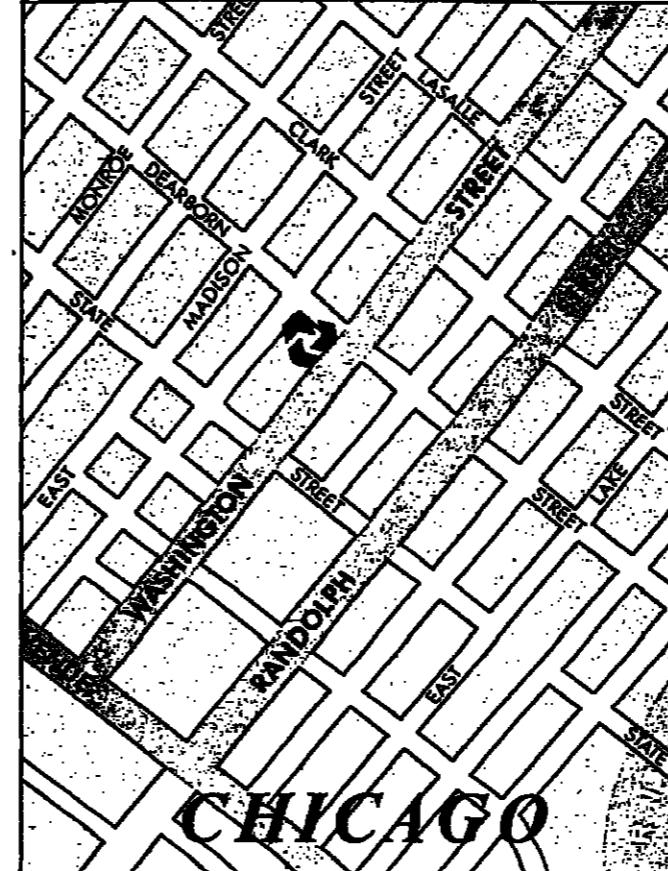
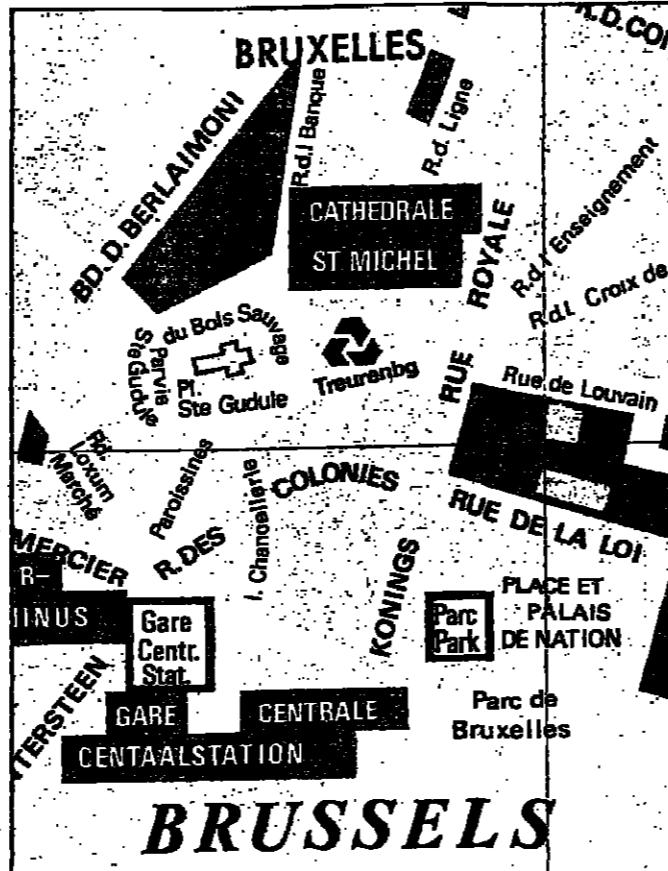
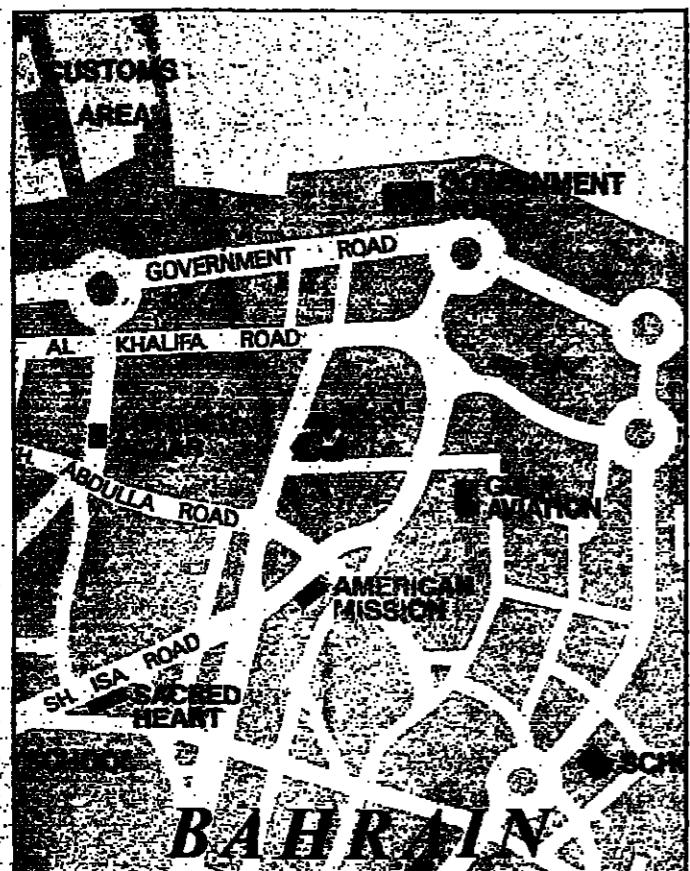
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Ronald Butt

Cannabis and the law: the narrow escape

In 1968, that radical lady, the Baroness Wootton of Abinger, chaired an official committee which recommended blandly, and, of course, *rationalistically*, that the penalties for cannabis smoking should be reduced. Naturally, it did not suggest that cannabis should be legalized: such a proposition would have instantly sunk without trace.

But using the techniques of argument with which we have grown familiar from those anxious to engineer social change, it created a basis for its arguments by reference to evidence that increasing numbers of young people were "experimenting" with the drug, and using it for "social pleasure" and that it might become a "functional equivalent of alcohol".

The usual methods of defusing concern were manifest: there was "no evidence" that it caused "violent crime" or anti-social behaviour, or produced "in otherwise normal people" dependence or psychosis requiring medical treatment. The Report ignored the fact that there was no evidence that cannabis did not do these things.

It blandly observed that the "therapeutic use of cannabis . . . also deserves further investigation", a thought that recalled the medicinal and therapeutic claims made for tobacco when it first reached England and which King James I so sensibly ridiculed. But, of course, James could not use legal sanction, and so, today, much as Mr Ennals may weep for it, tobacco tax brings the Treasury an annual revenue of £1,790m.

Too little was known about cannabis and there were too many impediments for its use to be licensed, the Wootton Committee decided. On the other hand, the whole tenor of the report was to reduce the effectiveness of the restrictions in a manner that seemed bound both to encourage the practice of pot-smoking and lead gradually towards dismantling legal restrictions altogether.

The report was described by a consultant psychiatrist as a "junkies' charter" on the grounds that the drug pedlars drew comfort from any proposal to relax the present law, and because the first drug taken by heroin addicts was usually found to have been cannabis.

The Home Secretary at the

time was Mr James Callaghan. His reaction to the Wootton report was instantaneous and forthright, in a manner to which we are too little accustomed from our politicians in their anxiety not to offend what they think may be the trend. Mr Callaghan turned it down unambiguously.

"To reduce the penalties for possession, sale or supply of cannabis would be bound to lead people to think that the Government take a less serious view of the effects of drug taking. This is not so", he said.

He also added in a devastating destruction of the false comparisons that were being made: "Because we have a number of social evils in this country at present, it would be sheer machination to add to our evils by legislation to make it more easy for people to introduce another one."

It is true that alcohol has since become, correspondingly, a greater danger in schools, particularly the consumption of spirits now that these are more easily available (and should they continue to be?) through the supermarkets. But two things have to be said about this. The first is that at least we are clearer about the effects of alcohol, and the second is that the existence of one problem gives no cause to create another, and a worse one.

That made Lady Wootton and Sir Edward Wayne, chairman of the standing committee on drug dependence of which the Wootton inquiry was a subcommittee, very angry, and they wrote to *The Times* about it. They said they had not advocated legalizing pot, which was true but not much to the point, and that they were not influenced by the "lobby", though I am bound to say that if no one had argued for removing the restrictions on cannabis, it is difficult to believe that there would have been any question of reducing the penalties.

Eight years later, we have to be profoundly grateful to Mr Callaghan for this decision in turning down Wootton's report, which must have been rather harder to take in the climate of those days when it is so foolishly called the permissive society was in its first bloom, and its rotten fruit was not yet so thick on the ground. I am not sure whether another Home Secretary would have made the same decision.

Would Mr Roy Jenkins have turned down the Wootton Report with such candour and bluntness, or would he have perhaps gone some of the way with it as a means of taking us a little way farther along his road to a liberal and civilized

Similarly, if the laws that

society? We shall never know but we have *a priori* grounds for thinking Mr Callaghan, since we can draw certain conclusions from his not having given way to the trend in 1968—and it is worth examining these in a week when we learn, as was reported in *The Times* on Monday, that there are some (they are apparently to be found even in the Home Office) who contemplate the possibility of using a technical flaw in the existing legislation to liberalize the law on cannabis smoking?

Further, if by a magic time-machine, we could have seen ahead to the consequences of these legal changes before they were adopted, would Parliament have accepted Mr Soec's "social causes" clause or, for instance, the "public good" loophole for obscene publications? I don't believe it.

Parliament accepted these things because it was assured at the time that they would not have the effects they did have, just as Parliament was assured by the supporters of the Wootton Report this would have no malign consequences and that it was only common sense to treat cannabis differently from other drugs.

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New Printing House Square, London, WC1X 8EZ. Telephone: 01-837 1234

A DEATH IN LEBANON

Kamal Jumblatt, the figure as the political leader of the left-wing forces throughout the recent Lebanese war, met a violent death yesterday on a mountain road in his native Chouf. There are people who will regard this news as an occasion for rejoicing, and many more who will find it hard to work up any genuine grief. In the eyes of most Lebanese Christians Jumblatt was a traitor to his country, a man who led the Muslims of Lebanon away from loyalty to their country into an alliance with Palestinian invaders in the name of Pan-Arabism. In the eyes of many Lebanese Muslims he was an ambitious politician who overplayed his hand and brought disaster on his own follower. In the eyes of many Palestinians he was a distinctly tarnished hero, whose rhetorical defence of the Palestinian cause has in the end achieved nothing except the involvement of the Palestinians in his own defeat. In the eye of the Syrians he was the most unreasonable of all the quarrelling Lebanese leaders, the one who bore the greatest responsibility for thwarting Syria's attempts at mediation and forcing her troops to take sides in the war.

Most outside observers would associate themselves to some extent with one or more of these opinions. It would certainly not be fair to lay the whole responsibility for the war on Jumblatt's shoulders, the criss-crossing of deep social and confessional divisions made civil peace in Lebanon at best an extremely fragile and delicately balanced

THE MONOGLOTS OF ENGLISH SCHOOLING

One of the more insidious legacies of Britain's imperial confidence is the belief that foreigners can be counted on to understand English. The special international position of our language gives a pretext for insularity. Children elsewhere have less incentive to do their bit to help their vernacular prevail as the universal language by neglecting their lessons. Most other countries in Western Europe make the study of one or more modern languages compulsory up to school leaving age. In British schools it is often not begun until the age of eleven, and is usually optional after fourteen. Fewer pupils today take modern languages at a level than did in 1970, even though numbers in most other subjects have risen.

The latest of a series of reports from Her Majesty's Inspectors of Schools fully confirms current misgivings about the way languages are being taught in Britain. They found low attainment, with pupils often put off by bookish instruction that took too little account of their abilities and interests. A high proportion drop the subject as soon as they can. The report's account of dry grammar and mechanical exercises gives little support to the charge that innovative methods are to blame. Clearly the teachers themselves are too often not sufficiently at home in their subject to provide the foundations for fluency or comprehension of a living language.

Fashion

by Prudence Glynn

Aspects of British fashion

The carriage trade

The only shabby thing about Elinor Glyn was the way that she was treated by Lord Curzon, and we now know that all that was attributable to his brutal nanny. Otherwise the author of *Three Weeks*, the book considered the most immoral and probably the most unreadable until *Lady Chatterley's Lover*, was in an envious position vis-à-vis her wardrobe. Not only was the whole world of Edwardian splendour and opulence at her feet with a multitude of willing hands—or at any rate necessitous hands—to stitch and frill and goffer and drape the female form divine, but she did not even have to go to Paris for her frocks.

Elinor Glyn was the sister of Lucile, Lady Duff-Gordon, and her ladyship considered herself the equal of, if not superior to, such emergent talents as Paul Poiret. Elinor loyally gave it as her opinion that to dress in Paris was vulgar (Mrs Asquith was shortly to be told that it was unpatriotic) but one need not discard her remark as too sisterly or too chauvinistic. Fashion is after all the most personal of arts, and the sisters were well matched in style in their different ways. If Elinor celebrated Romance in prose, Lucile invented both the beautiful mannequin and the negligée. She was keen on swags of roses and impossibly hot-house decor, too.

Thus when Thames TV produced *Three Weeks* as the second in its series of dramatizations of the work of what one might call the *fin de siècle* Barbara Cartlands, it was appropriate that the costume designer, Diana Thurlow, realized that not only did Elinor Glyn identify with her heroine in emotions, but in fashion, too. The princess has long, dark red hair. She is a certain age, for Elinor cannily saw that three



Two outfits from Chatelaine, 78a Chelsea Manor Street SW3, tel 01-332 2332. Something else that they do very well is the unfitted coat or suit, because they have a tailor and a workroom which understands how perfectly such things must be made inside.

Left: The sort of resort clothes which are so hard to find. In silky finish, minimum care, pure cotton, a bra top, flat basqued skirt and easy jacket piped in black to wear together or mix and match with T-shirts, shawls, blouses, bikinis, shorts, what you will. £75 complete.

Right: Navy tweed unfitted jacket, soft and close to the body, prim white spring blouse, easy A-line skirt, impeccably cut. The suit costs £165, the blouse £35.

Photographs by Peter Akehurst



quarters of her buying public would be . . . well, mature, and she does her stint in offering mental alternatives to captivate a young and virile if, in my view, implacably stupid, man to those of pure youth.

On second thoughts, perhaps she did not need to stress the charms of sophistication. Perhaps they would have been taken for granted in an era so sex-orientated, so idle, so in need of something to fill in the endless days and nights—and without benefit of the Pill. Over-fed and over-wined, the upper-class taste for affairs was limited to married women through the danger of preg-

nancy. Once married, one or two cuckoos in the nest do not seem to have mattered much. The outcome of *Three Weeks* is indeed a baby, and he ascends a throne no less after his drunken father has shot his mother (perhaps it was the dress bills) and the proletariat of some imaginary Balkan state loyally acclaim the bastard son of a stolid Englishman as their rightful ruler.

Where did the heroine of *Three Weeks* get her sensuous negligees and her ravishing if impractical walking costumes? Paris? Too politically dangerous. Harrods? Too far. No, she had a little person round the corner

who knew exactly what was wanted. Who supplied her hats is even more interesting, since I swear it is the hats that captivate the loutish Paul as he convalesces, reluctantly, by the bordering shores of Lake Lucerne. Being from Britain he of course knows nothing of hats. He is indeed abroad not just to nurse a shoulder broken in the hunting field but to cure himself of a love affair with a curate's daughter. "We didn't send him to Eton and Oxford so that he should make a messalliance so early in life" points out his mother, "Barmmaids and chorus girls don't count, they're traditional". She adds.

Anyway, *Three Weeks* on TV does more for the hat trade than anyone since Comtesse de Greffulhe, model for Proust's Duchess de Guermantes, who used to wear her hats indoors, too. Come to think of it, the reason that hats were banned in English restaurants at one time is probably due to the interference of the clergy, again, who were sick of having their daughters dumped for classy hat-wearers. But the real point is that the basic art of haute couture is knowing what your customer wants and needs, and being discreetly creative and co-operative and being her ally. Englishwomen are terribly bad at it.

"They're usually gardening, or doing good works", says Jennifer Lucas, who runs one of the nicest places for personal attention I have come across. "You just have to recognize that they're quite different from French women, say, who never admit they're old and willingly spend hours working out their style."

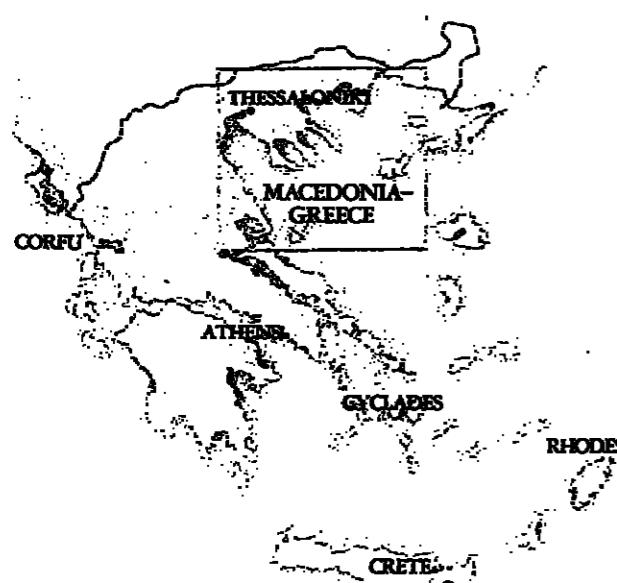
Chatelaine is the name of the shop Miss Lucas runs, and her partner and designer there is a very talented Canadian, trained under Cavanagh, called Donald Campbell. Miss Lucas is herself an able dressmaker with a successful private business to prove it, but at Chatelaine, though the quality is what you could ask in couture—but with none of that misplaced insistence on tradition which has killed some of our other houses—much of the trade is off the peg. "We find that most women just want some alterations, not the whole thing made to measure. It's a question of time, and interest, as well as money", says Miss Lucas. You can in fact have anything made to measure at Chatelaine for an extra £60, but the cut of the general stock is so good and so flattering I guess that with a few adjustments it fits 90 per cent of their customers.

Who are their customers these days, I wondered. "Well, we don't make T-shirts because from us a T-shirt just simply wouldn't be at T-shirt price", says Donald Campbell. What they will make is a tweed coat in June, a cotton trousseau in December, and simply everything in the finest quality fabrics, pure wools, pure cotton jersey, pure silk crepe de chine and so on. The essence of the Chatelaine collection is flexibility. It is all beautifully made and subtly cut, but it is not, unless you demand it—that awesome special occasion look, which Englishwomen are so apt to opt for and then regret. You can dress up with a silk shirt or dress down with an M and S polo. The resort clothes and the travelling sets are particularly good since Mr Campbell listens to what his customers want and cannot find.

Chatelaine is a small shop with a sympathetic atmosphere and real carriage trade service. Anyone of any age could get a dress there to seduce anyone in—and indeed it is the perfect place to get a wardrobe for *Three Weeks*, even if today it is business not pleasure that takes you. And it is British; Elinor would have approved.

I see no reason why this Macedonia-Greece I love so dearly should not rule the entire world.

Alexander the Great: 356 BC-323 BC



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And most magnificent of all, the Halkidiki peninsula, its three "prongs" like Poseidon's trident, stretching deep into the Aegean.

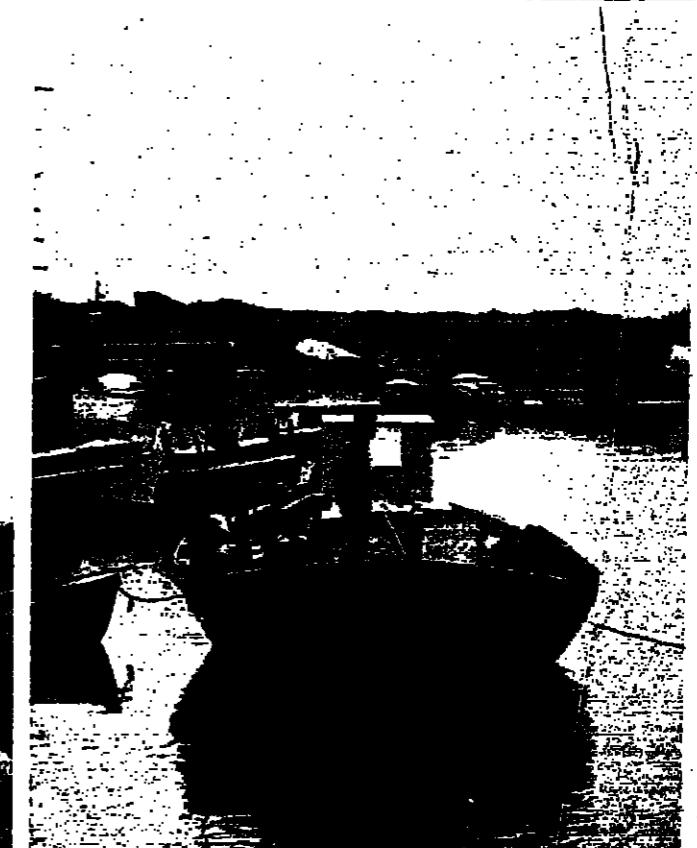
Kassandra, pampering the luxury tourist. Sithonia, the enchantingly unspoilt camping paradise. And medieval Mount Athos, harbouring its mysterious, age-old monasteries.

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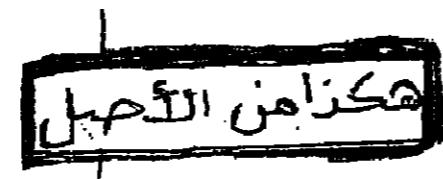
There are a thousand holidays within the Grecian world, and with a National Airline, Olympic Airways, flying direct to Thessaloniki and Athens, and on to all points beyond, they are all merely a few hours away.

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COURT CIRCULAR

BUCKINGHAM PALACE
March 16: His Excellency Señor Manuel Tello Macías was received in audience today by The Princess Anne, Mrs Mark Phillips and The Princess Margaret, Countess of Snowdon.

KENSINGTON PALACE
March 16: The Princess Margaret, Countess of Snowdon was present this evening at the London Coliseum for the Gala Premiere of *Werther*, held as part of the London Celebrations Programme for The Queen's Silver Jubilee in aid of the English National Opera and Sadler's Wells Benevolent Fund.

Mrs Robin Benson was in attendance.

KENSINGTON PALACE
March 16: The Duke of Gloucester, President of the National Association of Boys' Clubs, visited the Gillette factory, Ilford, this morning. In the afternoon His Royal Highness toured the Training School of CAV Limited, the Queen's Apprentices Association. During his visit His Royal Highness visited Boys' Clubs in Middlesex and attended a Reception given by the President of the Middlesex Association of Boys' Clubs at the Hoover Pavilion, North Wembley. Lieutenant-Colonel Simon Blundell was in attendance.

25 years ago
From The Times of Saturday, March 15, 1952

Austrian deadlock

"They wish to see re-established," declared the British Ambassador to the State Government in Moscow on November 1, 1943, "a free and independent Austria." Nearly seven years after the end of the war in Europe this allied purpose has still not been carried out. The continuing occupation of Austria is a burden and a liability to the Austrian people and an important mark of the division and uneasiness of Europe, and the only welcome diplomatic initiative on the subject would be one that revived the hope of bringing the occupation to an end. This cannot be said for the British, French and American action in proposing a new and simplified Austrian state to the Soviet Government. Their new draft is not one that the Russians are likely to accept, in the near future at least. It is rather a recognition of a deadlock. A withdrawal of the western armies from Austria could have been a simple matter, but there is in the past three years at the cost of a simultaneous Soviet withdrawal; but the Russians have not desired it.

Today's engagements

Queen Elizabeth the Queen Mother presents shamrock to Irish Guards on St Patrick's Day. Guards' Depot, Pimlico, 11.25. Princess Margaret attends auction in aid of the Queen's Silver Jubilee Appeal. Royal Albert Hall, Kensington, 4.25. Concert by London Chamber Singers St James's Church, Piccadilly, 8.

Lecture: "The Scrope Davies find and the Sidney-Bryon mystery" by Lord Charnwood, British Museum Lecture Theatre, 6.

Silver Jubilee Honours

The Silver Jubilee Honours list will be published on June 11 and will include the Queen's Birthday Honours.

Birthdays today

Lady (Meghan) Bell, 55; Vice-Admiral Sir Donald Gibson, 61; Mr Joseph Godber, MP, 63; Lord Granville-West, 73; Major-General Sir Edward Garroway Smith, 81; Baroness Hailsham, 81; Lieutenant-Colonel Sir Edward Joly de Lothringen, 74; Mr Rudolph Nureyev, 38; Sir Patrick Reilly, 68.

Luncheons

HM Government
Mr E. Royds, Minister of State for Foreign and Commonwealth Affairs, was host at a luncheon at Admiralty House yesterday in honour of Mr Robert L. Bradshaw, Premier of St Kitts-Nevis-Anguilla. The guests included:

Mr C. A. Paul Southwell, Mr Lee C. Bishop, Mr S. D. Preston, Mr George Wharton, Mr E. C. G. Tandy, Mr D. A. Du Buisson, Mr Jeffrey Thomas, QC, MP, and Mr J. Taylor.

"Lloyd's Register of Shipping"
The Lord Mayor, accompanied by Mr Alderman and Sheriff Alan Lamboll, was present at a luncheon given by Mr R. A. Huskisson, chairman of *Lloyd's Register of Shipping*, members of the general committee and senior staff at the society's headquarters in Fenchurch Street yesterday. Those present included:

Mr Gordon Richardson, Sir Nicholas Cuyler, Sir Douglas Wass, Sir Nevile Collier, Mr B. Fair, Mr Montague Collier, Mr W. H. North, Mr Lewis and Mr D. C. Steel.

Dinners

Speaker
The Speaker gave dinner in Speaker's House yesterday evening in honour of Sir Thos. Williams, QC, MP, President of the Inter-Parliamentary Council. Others present were:

The Lord Chancellor, Mrs Margaret Thatcher, Mr David Steel, MP, Dr. C. J. Evans, Mr G. G. Freston, MP, Miss Harold Anderson, Mr G. R. H. Jones, Mr Reginald Bennett, Mr Mr David Crouch, Mr Mr Benjamin Ford, Mr John G. G. Jones, Mr John Hall, MP, Lord Mackay of Borlase, Mr John Morgan, Mr John Morgan-Morgan-Giles, Mr John Poggo, Mr Mr Laurence Portelli, Mr Alan Ross, Mr Lord Sandy, Mr Patrick J. Ryan, Mr Richard Harris, Mr Kenyon Brewster, Mr Peter Waddington, Mr P. G. Ward and Sir Noel Short.

Fund launched for Southwell

Southwell Minster, Nottinghamshire, is launching an appeal for £365,000. The money is needed for urgent repairs to the Norman nave, the lead roof of the chapter house of 1300, renowned for its stone carvings, the early sixteenth-century Flemish stained glass, and the fourteenth-century wood screen.

It is intended to fund a musical foundation to preserve the choir. The appeal office is in Trebeck Hall, Bishop's Drive, Southwell.

Record attendance for museum

The number of visitors to the British Museum (Natural History) in 1976 was 2,600,000, the highest annual attendance record. Of this number, 1,000,000 children came in organised school parties from every part of the provinces including Liverpool, Durham, Exeter, Glasgow and Belfast.

Summer flowers tied with pale blue ribbon are painted on a white ground, 11" diameter. £13.50 plus 35p U.K. post. Production ceases on 31st May, 1977.

Memorial service
Mr A. Gilkes
A memorial service for Mr Anthony Gilkes was held in the Chapel of St Paul's School, Barnes, yesterday. The Rev J. W. Hampton officiated. Mr Martin Field, Mr J. W. Hele, High Master of St Paul's School, read the lessons, and Mr A. B. Cook gave an address.

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Forthcoming marriages

Mr M. Blackett-Ord and Miss L. J. Neville-Rolfe

A marriage has been arranged between Misses second son of Mr and Mrs Mark Phillips and The Princess Margaret, Countess of Snowdon.

Sir Andrew Stark (Deputy Under-Secretary of State for Foreign and Commonwealth Affairs), who had the honour of being received by The Princess Anne, Mrs Mark Phillips and The Princess Margaret, Countess of Snowdon, was present and the Gentlemen of the Household in Waiting were in attendance.

KENSINGTON PALACE

March 16: The Princess Margaret, Countess of Snowdon was present this evening at the London Coliseum for the Gala Premiere of *Werther*, held as part of the London Celebrations Programme for The Queen's Silver Jubilee in aid of the English National Opera and Sadler's Wells Benevolent Fund.

Mrs Robin Benson was in attendance.

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KENSINGTON PALACE

March 1

NEW BOOKS

Price of freedom

Facing the Nation
Television and Politics 1936-1976
By Grace Wyndham Goldie

(Bodley Head, £7.50)
Few will disagree that the BBC's least successful output is its explanatory literature. Print and Broadcasting rarely form a fruitful union. But, as in the television studio so in authorship, Mrs Goldie breaks the conventions with careful forethought and is vindicated by her success. Her colleagues, who were also her willing pupils, learnt from her the know-how of television, but what made her conspicuous and, alas, unique, is that she knew what she was aiming at and why. It is this "know-why" and not her success at the know-how which made her the economist of broadcasting and politics; and it is her insight into the consequences of her aims which makes this book a "must" for those who care about the regeneration of politics to the public.

Some years after Grace Goldie had both left the BBC, I was asked one evening to Number 10 Downing Street; and there I listened in the presence of the BBC's then Director General to words which had become familiar—a Prime Minister was making a specific request to broadcast. The surprise was to hear a DG answer that he must consult the Television Service and that he doubted they would accept. What had happened, I wondered, that had so diminished an authority once upon a time so generally accepted? How had it come about that a DG had to defer to a branch of his own organization?

Facing the Nation supplies the data with which the reader can answer these questions and others which arise from the development of the BBC's Television Service. They are questions which vitally affect the future not only of the BBC but of British broadcasting in whatever form it takes.

The chapters which are most significant in this connection have the revealing titles: "The Power of the Producer", "The Rise of the Television Interviewer", and "Tonight and TWITWTW". These pages describe in a manner which could hardly be bettered the controversial developments which de-

fine the crisis of control. Some applaud these developments; others distrust them.

No one doubts that Mrs Goldie is on the side of the angels. In one view the bad angels are the producers whose enterprise leads to insurrection. But others will say "the old guard" at Broadcasting House—"our brandy and Portman Place" as one of Mrs Goldie's pupils used to call it.

Years of effort on the part of Mrs Goldie to be fair to both political parties helps her, no doubt, to be fair to both sides in the debate between the upholders of traditional authority and those who rejoice in the various libertarian adaptations. She gives her discussion of these themes an historical and a personal perspective; but some readers may feel disappointed that she did not add a picture of how in future this difficult question of control is to be solved.

The book ends with a plea for televising Parliament. This comes as something of an anticlimax. Her theme has been the development and control of television especially in its connection with politics. The main question raised is the question of control. Her own brave endeavour was largely to prevent that control from falling into the hands of the government party machine. "Nowhere more than in broadcasting" she writes "is the price of freedom eternal vigilance." Her analysis and narrative show us the breakdown of control, and exactly when and where it came. "The new and disturbing factor about *That Was the Week That Was* was the apparent breakdown of the normal machinery for exercising editorial control..." We cannot feel sure that the normal machinery has been repaired, or replaced by anything effective.

Those interested in these matters eagerly await the publication of the Annan Committee's Report and the subsequent decisions by the Government. This book is required reading by those who wish to follow the discussions and to reach wise conclusions. Those conclusions must surely deal with the question of control before a further extension of political broadcasting is attempted.

Harman Grisewood

Birds of Coast and Sea

Britain and Northern Europe

Bruce Campbell and Raymond Watson

More than eighty bird species likely to be seen along the vast and varied coastline of Northern Europe, from Britain to the Russian borders, are described and illustrated in this book. Its sixty-four superb colour plates, its clear and elegant line drawings, and its fascinatingly detailed text make it an informative and absorbing companion for birdwatchers on walks or holidays by the sea. £3.75

The Concise Oxford Dictionary of Ballet

Horst Koegler

This is the most comprehensive and up-to-date reference book on ballet in English. There are more than 5,000 entries covering every aspect of dance and ballet over a period of 400 years—ballet, choreographers, composers, designers, theatres, ballet schools, companies, dancers, and technical terms—with full coverage of the contemporary scene. £4.95

God B.C.

Anthony Phillips

God B.C. is the Bishop of London's Lent Book for 1977—a convincing, lucid, original account of the God of the Old Testament, and of the stages in the Israelites' understanding of Him. £2.50 Oxford Paperbacks 95p

Oxford University Press

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Lording it

The Emperor in the Roman World

By Fergus Millar

(Duckworth, £1.50)

When the emperor Trajan died in AD 117, the Roman empire stretched over 3,000 miles across the Atlantic Ocean to the edge of the Caucasus. Nothing like it had ever been seen before, nor is it easy to appreciate today as a living, functioning entity. What did it mean to a shopkeeper in St Albans to be a subject (or perhaps a citizen) of Rome? To a peasant in Syria or Egypt, a soldier on the Danubian frontier, a professor of rhetoric in Athens? What forces, military, economic and ideological, held the empire together for so many centuries?

The central figurehead was of course the emperor, and it is astonishing that no one before Professor Fergus Millar had attempted to write a large-scale, synthetic account of the emperor as institution, or the emperor as such. *The Emperor in the Roman World* was 15 years in gestation; its appearance has been eagerly awaited in the profession, who had a favorite in a number of preliminary studies in learned journals. The magnitude of the effort is revealed by the book's vital statistics: 635 pages of text and 4,075 footnotes.

Unfortunately, Professor Millar makes few concessions to the non-professional reader. A considerable knowledge of the Roman world is assumed (though not of Greek and Latin); there is no map, no account of the administrative machinery, no systematic analysis of the nature and limits of the evidence, or even of the worth (and often the worthlessness) of ancient writers on whom he relies, insufficient concern with changes that occurred in the period of nearly 400 years. These formidable omissions militate against the author's stated intention, to present "an essay in historical interpretation", not a "work of reference".

The direction which "interpretation" will take is laid down in the preface, where we find what amounts to a historian's party-political manifesto.

I have rigidly avoided reading sociological works or studies of monarchical institutions in any other country than those of Greece and Rome. For to have come to the subject with an array of concepts derived from the study of other societies would merely have made the project of a historian subordinate himself to the evidence and to the conceptual world of a society in the past.

Apart from the misapplication of the term "concepts", this programme is satisfactory. The evidence for "the emperor at work" (the title of one chapter which could have served for the book itself) is narrow and superficial. It consists of formal rulings in the emperor's name (usually brief), gossip, rhetorical encomia pronounced on state occasions (frequent), coin legends, and a rag-bag of details in a variety of writers, some as late as the Byzantine period and many of dubious reliability. But the one thing that has been established about decision-making is that the process can never be read back from the final public statements of policy. One need not have opened a single socio-political work to know that; one need only have looked at newspaper accounts of Watergate or of the Crossman diaries.

Furthermore, the "evidence" fails to ask historical questions. By "subordinating" himself to it, Professor Millar not only ignores some fundamental questions but has also been led to the false central thesis, asserted repeatedly, that "the real expertise of the emperor both in himself and by others" was one of "essential passivity", of "petition-and-response". This improbable image of an autocratic monarchy arises partly from the contingent fact that a disproportionate number of the surviving texts happen to be responses to petitions, partly from an astonishing and unexplained decision by Professor Millar to ignore the emperor's "role as general and his relations with the army and with individual soldiers".

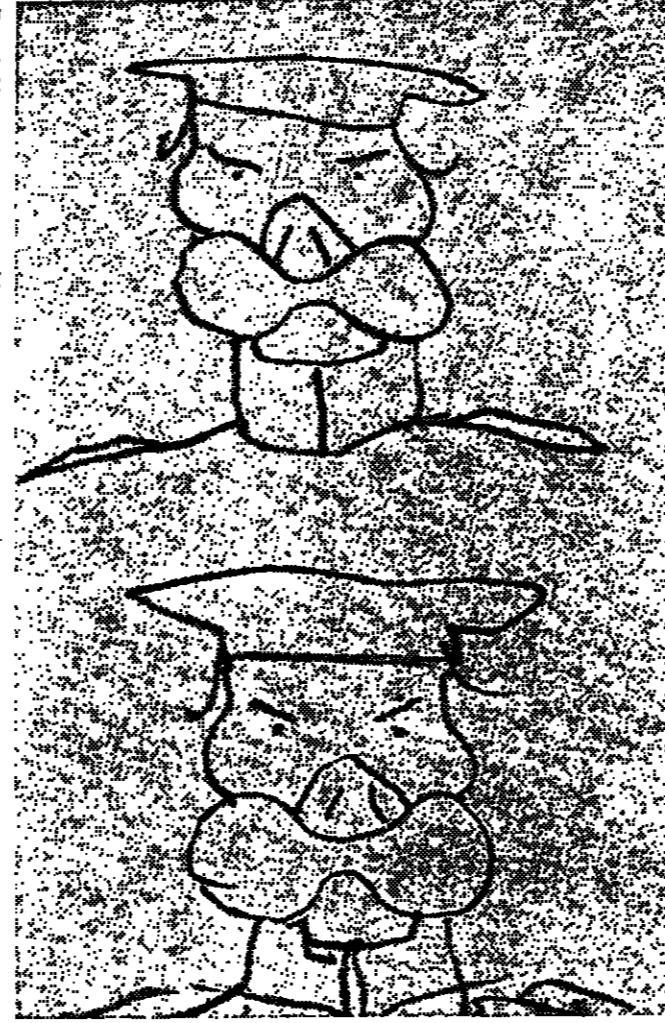
Two further omissions are not even made explicit, namely, the widespread worship of the emperor and the ubiquitous taxation.

A Roman world without armies and wars, without rule-cult and taxation, is a caricature both of reality and of the "conceptual world" of a society in the past".

For instance, "Imperial Nerva Caesar Trajanus Augustus Germanicus Dacicus Parthicus, tribunicia potestas 21 (times), (claimed)" imperator 13 (times), consul 6 (times), proconsul, pater patris". Such epithets as "Dacicus" and "Parthicus" commemorate military exploits. Trajan's campaigns in Dacia and Parthia can also be found into the Prologue bed of "petition-and-response". Professor Millar will no doubt reply that he explicitly restricted himself to "certain patterns of contact between the inhabitants of the empire and the emperor in person". An author has the right to choose and delimit his subject, but if he does so in "terms of control" his book is a valuable work of reference. Even on those, however, it is misleading as an "essay in historical interpretation"; on "the emperor at work" it is all about form without substance.

M. I. Finley

Our reviewer, the Master of Darwin College, Cambridge, is the editor of the *Atlas of Classical Archaeology* published today (Chatto & Windus, £8.50).



Caricatures of Bismarck. The artist is Degas in a style more like Fouasse. From the Notebooks of Edgar Degas, by Theodore Reff, two volumes comprising all 38 of his notebooks, fully annotated (Oxford/Clarendon Press, £4.50).

Wait and see

The Great Pyramid Decoded

By Peter Lemesurier

(Compton Russell, £6.95)

The Great Pyramid of Giza was built in about 2300 BC supposedly as the tomb of one of the Pharaohs. It is aligned to within 5 minutes of the present day true north (and even more accurately than the Moles). The pyramid is a bombastic building, a masterpiece of engineering, and a symbol of power.

Using a code of numbers derived partly from ancient Egyptian numerology and partly from hypothesis, the author relates historical events with the distances and dimensions of the passages and chambers inside the pyramid. Some of the proportions are fascinating; for instance the Moles used the pyramid to predict both the direction and the timing of the exodus; date and time being, of course, crucial for crossing the Red Sea at exceptionally low tide.

The book is far from easy reading. Its very nature demands constant checking and re-checking of dimensions and dates which are, let it be said, nicely laid out in appendices. Nevertheless newcomers to the subject will probably find it helpful to have another reference book at hand.

The viral question is the credibility of the numerical code, and this can only be judged by matching prediction with events. Sceptics will rightly say that it is relatively easy to make the past fit with a squeeze and a push there. The acid test comes with the prediction of the future. We haven't long to wait (pyramidically speaking) for in the year 2004 time reaches the pit in the Great Subterranean Chamber and the bottom falls out of the world.

Richard Dyott

deciphered of the history of man from 2300 BC to AD 4000.

Within the whole design, though everything is inter-related, no incident is irrelevant.

Simply judged as piece of literary craftsmanship, it is of the highest order, marvellously subtle. I particularly admire the first volume, *The Jewel in the Crown*, in which perspective shifts and focus alters as truth and rumour about the rape of English Daphne Manners by a gang of Indians in the Bighorn gardens are examined and separated, set in context. The rape is a comparatively small stone thrown into a deep still pond, but the ripples spread far beyond the expected boundaries, in both time and space—Paul Scott is particularly good at handling the time shifts. A sense of immediacy and history co-exist within his story.

The whole is rather like a great carpet; here is the warp and woof, there the decorative borders and intersections, regularly repeated to form an overall pattern which is only recognizable as you view it from a distance. But what Mr Scott focuses closely on are a series of scenes, individual pictures within the whole design, though everything is inter-related, no incident is irrelevant.

But *The Raj Quartet* is predominantly about human beings, their individual and collective behaviour, as soldiers, subjects, prisoners, lovers, sufferers. The women are as profoundly studied as the men.

India has been served well by British writers, which is scarcely surprising, so rich are the landscapes, rituals, tastes, within the whole design, though everything is inter-related, no incident is irrelevant.

forms his life, and *The Bread of Those Early Years* forms the next 13 hours in and out of Walter's mind. He decides to devote the rest of his life to protecting his wife and draws all his money from the bank, throws up both his job and the odious Ulla, who had earlier struck out the dead apprentice in red ink. Indifferent to the present and fearful for what may come, he wants only to stop and return with Hedwig, to hide in a past where a few memories and events at least are real and true. The end is inconclusive and obscure, the general effect contrived.

To suggest that Ulla views Walter as a hindrance converted to an ashtray which is yet capable of burning and exploding once every few years, is too ingenuous by half, but simpler illustrations—the white square on the classroom wall where the Führer's portrait used to hang, the dying woman in hospital who devours a tin of corned beef on her last night alive, the despair of her husband the following day when he believes it may have been stolen—work remarkably well.

The Bread of Those Early Years remains a story stronger in atmosphere than believable events, and the more factual the memories the more extraordinary their effect. Of all the words the starving mechanic grew up learning to dare, the worst was "reasonable"—as in price, room, ration or wage. There was nothing reasonable about it, and the kind of holy desperation to which sun unseasonal gives rise is the subject of Böll's book. As that stage in his career, he was offering only a glimpse of such a theme, but it is there.

Michael Ratcliffe

Wild, apocalyptic territory

The Bread of Those Early Years

By Heinrich Böll

Translated by Leila Vennewitz (Secker & Warburg, £2.90)

This lugubrious little tale was first published in 1955, and while it contains too much careful striving for significant effects to be placed with the best of Heinrich Böll's work, it displays sufficient originality of mind and temper to suggest what was to come: it is certainly worth adding to the canon of his work in translation. As one of Europe's most individual social novelists, Böll mixes irony and affection with bitterness and unease, and all those elements are present here. I think he detests human cruelty above all other wickedness and after cruelty, greed:

"...that afternoon I saw Ulla dipping her pen in red ink and crossing his name off the payroll with a ruler: it was a straight stroke, not a red as blood, as red as Scherzer's, as *Applégard's*, or the heart on the ace of hearts.

Red is the colour of memory in *The Bread of Those Early Years*—red jam, red hat, red dye in a clear stream to test the flow of pollution—and the name struck off the payroll was that of a boy apprentice sent into a bomb-building plant to salvage a new washing machine from the third floor. Boy and master fell together to the ground. Even the ground, Evers, was quite common in "those early years" between 1945 and 1955.

The economic miracle has now begun, but even the fortunate ones do not yet quite understand, let alone take it

within the whole design, though everything is inter-related, no incident is irrelevant.

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India has been served well by British writers, which is scarcely surprising, so rich are the landscapes, rituals, tastes, within the whole design, though everything is inter-related, no incident is irrelevant.

nor does Mr Scott does not glut his reader, he is most selective, and so those details which he does emphasize take on symbolic significance.

This is surely how it was. In *Staying On* he turns his attention to how it is, and his move to the farcical-pauperistic Lucy and Tinker Smalley appeared briefly in the Quartet. Now they are old, the last English residents by a gang of Indians in the Governor-General's summer residence. They have no children and little joy in one another, as they measure out the gin so painstakingly, bored yet somehow still brisk, still upright.

Much time is spent feuding with their landlady, monstrously fat Mrs Bhoolabhai and her downcrooked fourth husband.

There is little ongoing plot, much comedy and sadness, echoes of things past. I am uncertain how much anyone acquainted with *The Raj Quartet* will get from it, but to admirers, it forms a minor but welcome codicil to the main work.

Susan Hill

The best of a fortnight's fiction

One Last Glimpse

by James Aldridge (Michael Joseph, £4.25)

In 1929 Ernest Hemingway and F. Scott Fitzgerald travelled by car from Lyons to Paris, and Hemingway wrote in it is a *Movable Feast*. James Aldridge has now fictionalized the adventure, rather convincingly—an extract appeared in last week's *Saturday Review*—and shows up the men for what they probably were: the one a maudlin alcoholic of brittle, ephemeral talent, the other a good journalist and a bally, too impressed by demonstrations of physical prowess, his own in particular, to give his intellect or sensibility much rein. They deserved one another and in this brief, well-imaged novel come near to mutual ruin and destruction.

The narrator is starry-eyed, the adventure rather convincing—something for each of them. They all bang off in an open car for the country, where they drink, carouse, quarrel, philosophize boringly. Zelda appears briefly, as Kit, a 19-year-old Australian, whose classical education and wide-open-space upbringing enchant Scott and Ernest—

W
**Weatherall
Green & Smith**

Chartered Surveyors Estate Agents
London Leeds Paris Nice Frankfurt

Stock Exchange Prices

Firm at the close

Account Days: Dealings began, March 14. Dealings end, March 25. 5 Contango Day, March 28. Settlement Day, April 5

5 Forward bargains are permitted on two previous days.

For Really Discerning Drinkers
HIGH&DRY
Really Dry Gin

Stock	Price Chg.	Div Yld	Gross Div Yld	Stock	Price Chg.	Div Yld	Gross Div Yld	Stock	Price Chg.	Div Yld	Gross Div Yld	Stock	Price Chg.	Div Yld	Gross Div Yld		
BRITISH FUNDS																	
COMMERCIAL AND INDUSTRIAL																	
A - B				C - E				F - H				I - K			L - N		
ABK	-1/2	1/2	1/2	ACM	-1/2	1/2	1/2	ADM	-1/2	1/2	1/2	AMC	-1/2	1/2	ANL	-1/2	1/2
ABC Electronics	-1/2	1/2	1/2	ANP Holdings	-1/2	1/2	1/2	AND	-1/2	1/2	1/2	ANR	-1/2	1/2	ANV	-1/2	1/2
ABC Research	-1/2	1/2	1/2	ANV Holdings	-1/2	1/2	1/2	ANZ	-1/2	1/2	1/2	AOA	-1/2	1/2	AOB	-1/2	1/2
ABC Trust	-1/2	1/2	1/2	APV Holdings	-1/2	1/2	1/2	APV	-1/2	1/2	1/2	APP	-1/2	1/2	APP	-1/2	1/2
ABT	-1/2	1/2	1/2	APT Ind	-1/2	1/2	1/2	APT Ind	-1/2	1/2	1/2	APT Ind	-1/2	1/2	APT Ind	-1/2	1/2
ABT Ind	-1/2	1/2	1/2	APT Ind	-1/2	1/2	1/2	APT Ind	-1/2	1/2	1/2	APT Ind	-1/2	1/2	APT Ind	-1/2	1/2
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Bank sees scope for income tax cuts

By David Blake

Economics Correspondent
Mr Healey can probably afford to give some income tax cuts in his Budget without breaching the conditions of the IMF loan, the Bank of England argues today.

In its Quarterly Bulletin, the Bank says that a slight acceleration of expansion would not cause difficulties as long as it were accompanied by the prospect of a slowing in the rate of inflation which in turn must depend heavily on the next round of pay settlements which begin in August.

The Bank believes that there ought to be an effort to halve the rate of inflation from its present rate of about 16 per cent. Even this would leave prices rising at a worrying rate, but it would be roughly the same pace as that of most of Britain's major competitors. To get inflation down to that level

would require an increase in average earnings of 10-12 per cent during the next pay round.

The bulletin gives a warning that the scope for action is still limited by the need to maintain confidence, but it does paint a more optimistic picture about Britain's economy than last year seemed plausible.

There has been, it argues, a marked change of mood in financial markets. Money supply for the current year is expected to be well within the limits set by the IMF and the total Public Sector Borrowing Requirement is expected to be

well below the £11,200m forecast at the time of the December measures.

By the end of this year, the current account should be starting to show consistent surpluses as North Sea oil begins to make a large contribution after years in which

imports of equipment cost more than the output of the oilfields saved the balance of payments.

However, the Bulletin gives

a warning that North Sea oil

provides no easy solution to Britain's problems, and in particular stresses that it must not be used to finance a domestic boom.

This would result, it is argued, in undoing the good effect on the balance of payments which oil has and could result in other industries being put out of world markets.

World expansion is expected to be moderate, with gross national product among members of the Organization of Economic Cooperation and Development growing by 5.6 per cent this year and world trade growing 8 per cent.

One interesting hypothesis

which it is felt may explain

the sudden surge in imports

last year is that companies may have been building up stocks to take advantage of the Government's scheme which gives tax relief to profits from this source.

Domestic credit: The bulletin also confirms that the Government is well inside the ceiling for permitted Domestic Credit Expansion in 1976-77. Against

the ceiling of £9,000m set out

in the letter of intent to mid-January, DCE stood at £4,000m.

This may have fallen more

in February, but is likely to rise

fairly significantly in the final

two months of the financial year.

With output from the North Sea running at about 500,000 barrels a day, extra 20

a barrel would add \$120,000

(£7,050) to the daily revenue of \$8,430,000.

Over a full year this amounts

to an additional \$44.2m, the bulk of which will go to the Government in tax and royalties.

North Sea crude prices will

be increasing again in line with

the cost of similar quality oil

produced in North Africa and Nigeria.

The price of crude from these

areas is in the past set the levels for North Sea oil, and Algeria has announced its plans

to add another 25 cents a barrel

from April 1, bringing the total

cost to between \$14.50 and

\$14.55 a barrel.

Nigeria is expected to make

a similar increase, and although

the Libyans have contracted

with oil company buyers to keep

their prices stable until the end

of June, industry sources expect

them to try to revise the

contracts.

FORECASTS FOR THE BRITISH ECONOMY

	Year 1977/Year 1976				2nd half 1977/2nd half 1976	NIESR (Feb)
	NIESR (Feb)	LBS (Jan)	H (Mar)	HG (Feb)	P&D (Mar)	Treasury (Dec)
Consumption	-0.6	-0.5	0.9	1.6	-0.7	-2
Private investment inc. housing	3.3	1.8	4.4	5.1	0.0	2.5
Public investment inc. housing	-9.2	-8.9	-9.4	-8.2	-6.5	-12
Public authorities consumption	-0.2	1.6	-0.1	1.6	1.4	-1.9
Exports	5.4	6.9	8.8	7.0	10.7	9.5
Imports	3.2	5.3	4.8	2.8	6.3	2.7
Stockbuilding (£m)	47	-264	470	43	330	354
Year 1977					500	
Gross domestic product at factor cost	0.8	1.8	2.5	2.4	1.8	
Inflation forecast	14.2	12.4	13.7	14.6	13.9	15*
Balance of payments current account deficit (£m)	+366	707	500	+539	400	1,000**
Year 1977						+1,096

*Fourth qtr. 1977 on fourth qtr. 1976

** For 1977-78 given in Letter of Intent to the IMF

All forecasts are in constant prices, seasonally adjusted and at annual rates. The stockbuilding and balance of payments figures in the second half 1977/second half 1976 section are forecasts for the second half of 1977 multiplied by two. The forecasts by the Treasury, the NIESR and LBS are based on the assumption of unchanged policies. The forecasts by H, HG and P&D assume changes in policy. For details readers should refer to original sources. Categories in different forecasts are not completely comparable, but differences are minor. Differences in result also reflect difference in assumptions regarding capital formation and data relating to exports and imports. The month in which work was published is given in brackets. Forecasts published by the Treasury twice yearly: NIESR, four times a year; LBS, three times a year; H, HG and P&D revise their forecasts every month.

Pre-Budget forecasts see further year of low output

By Our Financial Staff

With the Budget less than two weeks away Mr Healey, the Chancellor, is shaping his strategy against a background of unanimous agreement among independent economic forecasters that 1977 will be another year of low output and depressed private consumption.

The Treasury's own pre-Budget forecasts, on which the Chancellor must determine his measures are believed not to differ sharply from those published last December and are included in the accompanying table.

There is, however, thought to have been some downward revision in the projected inflation rate. This is now believed to be around 13 per cent rather than the previously predicted 15 per cent (between the fourth quarters of 1976 and 1977). This brings the Treasury closer into line with the projections of other forecasters.

The forecast improvement in the current account of the balance of payments is also

thought to be more rapid than hitherto suggested. However, both the National Institute and Hoare Govett, who are the only forecasters expecting a current account surplus this year, have both recently downgraded the size of the swing from deficit to surplus that they expect in 1977.

Exports are seen as providing one of the main elements of demand this year.

Stockbuilding is additionally seen as an important positive element in demand.

The expected tax cuts in the Budget are unlikely to be sufficiently large to have a significant impact on the economy. Many of the forecasts in the table actually include assumptions about the size of such potential tax cuts.

Phillips and Drew, for example, expect the Chancellor to reduce personal taxation by £1,500m, with the loss of revenue partially made up by the raising of £1,000m from higher excise duties and an increase in the standard rate of VAT.

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BY THE FINANCIAL EDITOR

Sir Hugh plays a surprise card

Sir Hugh Fraser apart, shareholders in Suits may not welcome the "Lorho solution" to the problems that have dogged the company since the implications of the accounting error over the AmCal loan became clear.

The institutional efforts to get board changes at Suits and more specifically to remove Sir Hugh from the chairmanship, may appear to have been successful. But they would hardly have chosen Lorho as the ideal partner for Suits nor perhaps Mr Rowland as the Suits chairman.

Sir Hugh, then, may be seen as a man who faced with pressure from the financial establishment chose an unconventional way out of his dilemma by meeting those demands in a way that can be nothing short of embarrassing for the institutions. Smaller shareholders may justly feel that they have had no real compensation, meanwhile, for the confused market conditions in which they found themselves because of the failures of their board.

In short, what appeared at first to be a brilliant and powerful response from both Stock Exchange and the institutions to a particularly unsavoury affair, has ended unsatisfactorily.

Meanwhile, what are Lorho's intentions? The logic is that Mr Rowland's conglomerate already has publishing, drinks, engineering and textile interests and that the chance to take a stake in Suits which has interests in all these areas was too tempting to resist. On past form Suits shareholders might expect in due course to receive an outright bid from Lorho if so I would expect to see a rush for the exit.

FMC Borthwick under pressure

NFU Development Trust evidently reckons it is in a near invincible position now that it has 47.5 per cent of FMC under its control and with FMC responding merely to Borthwick's revised offer worth 125p a share the market seems to share that view.

So unless the Trust yields it is difficult to see how Borthwick can win this one without its offer going into the stratosphere even if the Trust itself is likely to find itself stretched in much Borthwick having already had to borrow to finance some of the £5m it will need to buy the other 52 per cent of the equity.

For its part, Borthwick is clearly constrained by the earnings dilution involved, although the act of saving goes some way to compensate for that. At present, does not appear too concerned at the short-term dilution because it reckons it can work wonders at FMC.

Certainly if the offer document does forecast that FMC under Borthwick can return to the levels of profits seen a couple of years ago in the medium-term the prospective p/e ratio of around 6:1 that implies is not too expensive.

But as Borthwick knows to its cost, the meat trade can be a minefield and two years hence may be too far to look.

Bejam Special factors

Bejam were fresh-faced elements in its first-half sales leap to 39.4m and more than doubled profits of £2.7m, but the performance does reflect what can be achieved by a management which is fast on its feet.

The key to the performance was the fresh vegetable shortage created by the drought. Bejam spotted the potential and bought in heavily—and at far



Mr. John Athorpe, chairman of Bejam: making profits from the drought.

lower prices than fresh vegetables would later be selling in the shops.

The outcome was a sharp increase in turnover with vegetables accounting for perhaps 15 per cent of sales against a more normal 10 per cent or so. The shoppers' search for cheaper vegetables helped sales of other lines, and while gross margins remained constant net margins rose sharply.

A bunching of store openings —10 were opened with only six to come this half—had a recovery in freshers sales, which almost doubled having lost the 25 per cent VAT rating also.

It was food, accounting for 90 per cent of sales, which created the growth with a staggering 23 per cent volume rise in existing shops, which cannot possibly be repeated in the current half. Benefits are still coming from the vegetable boom, if not so fast as in the first half.

Freezers are now in a third of British houses against a fifth only two years ago, while the traditional supermarkets attacks on the market have not bothered Bejam so far. With a £4.7m profit the starting point for the year the shares should have some way to go despite their 80 gain to 107p and the meagre 4.1 per cent.

Interior: 1976-77 (1975-76)
Capitalization £28.9m
Sales £39.4m (£22.5m)
Pre-tax profits £2.7m (£1.3m)
Dividend gross 192p (1.25p)

Ultramar

Cash dividend possibilities

As the flow of liquefied natural gas from Indonesia moves closer to reality—possibly in the second quarter—international interest in Ultramar has been growing since the payment of cash dividends depends on the arrival of the LNG.

Ultramar has made it clear that it would like to begin cash payments, rather than making paper contributions this time. It is one-for-15, but LNG will be the sole criterion. The group remains highly geared: last

quarter, two other key factors behind the underperformance of Tilling shares—the conglomerate tag and a high gearing policy—have also decreased in significance.

After a year in which profits growth continued to accelerate, contrary to market expectations, in the second-half for a final pre-tax total some £2m above most forecasts at £41.9m, the balance sheet looks better.

Bolstered by Lorho's cash from the previous year's VW sale, the group managed to close last year's expansion spending of £24m with recourse to further borrowings of only £6m and borrowings as a percentage of capital employed shaded down from 29 per cent to 27 per cent.

Second-half profits growth of some 28 per cent was largely due to splendid performances by engineering, where margins improved on increasing overseas business, publishing and insurance, although construction activities continued to show remarkable strength. In fact only textiles and tiles and pottery failed to improve on the previous year's performance.

Tilling's determined involvement in the overseas market, especially business looks a sound move—given that the industry is well-established against government spending cutbacks and the main question now is just

how far the group can go in the United States takeover field.

At 81p after yesterday's 3p

rise the shares are on a p/e ratio of 6.9 and yield 6.6 per cent. Given that the group could be heading for close to 150m pre-tax this year, with first-time contributions from the recent American and French takeovers, the shares look attractive.

Final: 1976 (1975)

Capitalization £13.5m

Sales £67.1m (£62.6m)

Pre-tax profits £41.9m (£33.6m)

Earnings per share 11.7p (9.2p)

Dividend gross 5.36p (4.88p)

Sir James Goldsmith's interest in L'Express, the French weekly magazine, was well enough known. The surprise is that the vehicle for buying a 45 per cent stake for 30m francs (about £3.5m) should have been Cavenham rather than Sir James' French master company, Générale Occidentale.

Now that Sir James has again demonstrated his determination to take Cavenham down the path of diversification into printing and publishing the institutions' suspicion of the company as an investment are bound to intensify. If anything is to buoy the shares up now it will be the gamble on another bid at a higher price.

Business Diary: Turnbull awheel • Harding on Talisman

George Turnbull, the former British Leyland managing director, tells Business Diary that he may not be coming back to Britain (and BL?) after all when his contract with Hyundai Motor Company of South Korea was out at the end of the month.

At the Geneva Motor Show, here he is exhibiting Hyundai's small car, the Pony. Turnbull said yesterday that he had "one or two possibilities" lined up in Europe, but first he is taking wife on holiday—a month in Ibiza and a month in the United States to visit their recently married daughter.

Turnbull, who left British Leyland after a management buy-in in October, 1973, would not be drawn on the present plight

of Leyland; indeed, for "personal reasons" (thought not to be unconnected with the tax man) he said he thought he would prefer not to work full time in Britain for at least a year.

He confirmed that the Pony might eventually go on sale in Britain, though there is no right-hand drive version yet. Turnbull describes as "purely emotional" fears that the Pony would give our ailing industry another knock. Hyundai, he said, would export around a third of its 30,000 output this year, but that "very few" would end up in Europe.

His move

John Harding, who, away from his efforts to unplug the Stock Exchange's new computerized settlement system, Talisman, has been the centre of a local storm at stockbrokers Bendon Langer, is to move to their rivals Kemp-Gee at the beginning of April.

Harding, eased out of his position as senior partner at Bendon after disagreements over policy with the firm's younger partners has been sifted through the offers from other firms since the internal clash. But the arguments and his move to Kemp-Gee hasn't affected the campaign against the exchange's £13.2m computer.

Chairing the "1976 Committee" of another stockbroking firm opposed to the system, Harding has called a further meeting ahead of the full exchange membership vote on the scheme at the end of the month. He hopes that more than the 80 plus firms who

were in the Pony: Hyundai's George Turnbull.

the company. "I have been 31 years, and all I know our Leyland now is what I ad in the press. I hope they'll take over their problems, and I think they will."

There was no prospect at the moment of his returning to

Leyland; indeed, for "personal reasons" (thought not to be unconnected with the tax man) he said he thought he would prefer not to work full time in Britain for at least a year.

Arguing that the computer means "that Stock Exchange members are asked to relinquish control over costs to a central bureaucracy" Harding has unearthed an amusing definition in one dictionary of a Talisman as "an object of medieval witchcraft, pretendedly mystical, its purpose to defraud the gullible rich and blackmail the gullible poor".

Today, however, the institute is launching an appeal upon the success of which depends whether NIIP goes into cold storage or folds altogether.

What seems to have happened is that the institute fell foul of another and alien psychology—that of Whitehall—which led first to a breakdown and then a wasting disease.

Between 1961 and 1972, says Whitehall nagged the institute into trebling its staff and activities while providing only a fifth of the income.

But in 1973 business began to go sour and commissions fell away. The institute, by now with 50 full-time staff and

turned up last time will attend at 11 am in the Dyers Hall a week today.

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In its heyday NIIP was active

in everything from personnel

selection and assessment to

accident prevention through

careers counselling. It applied

the human sciences to people

working in industry, tested the

results and fed back the knowl-

edge in publications—some of

which are still stuck in the

works.

NIIP was founded in 1921 by

Charles Myers, a pioneer

psychologist who after exper-

iences with shell-shock sufferers

in the First World War began

lecturing on the applications of

psychology to everyday life.

This in turn led to the offer of

business to fund what is now

the institute.

Buzzard hopes the appeal

will enable the NIIP to expand

the information service and to

diagnose the problems on

which firms seek advice, then

to recommend the appropriate

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FINANCIAL NEWS

Briefly

MCLEOD RUSSEL
McLeod Russel has, of course, sold most of its three tea plantation subsidiaries to the Indian company, Tata-Vidya, and not to the Government of that country, as reported yesterday.

HARRIS & SHELDON
A drop in second-half pre-tax profits from nearly £2.2m to £1m left Harris & Sheldon Group to a tiny 1 per cent rise to £3.2m last year. The dividend goes up from 5.6p to 4.05p.

BRITANNIC ASSURANCE

Transfer to profits and loss account for 1976, long-term business, £1.36m (£1.24m). General business, £100,000 (£100,000). Gross dividend goes up from 11.45p to 12.54p.

MERCANTILE INVESTMENT

Net revenue (after tax) for year to January 31 up from £1.24m to £1.45m. Gross payment, 1.45p. During year net recovery of £1.2m. Dividends of 25p were made from maturing debenture stock and bank and reciprocal loans.

FREDERICK COOPER

Turnover for half-year to January 31, £4.8m (£2.72m for half-year to September 30, 1975). Pre-tax profits, £148,000 (105,000). Gross internal rate of return (5.3p). Chairman reports that group has returned to profits.

ANGLO-TRANSVAAL CONS

Turnover of Anglo-Transvaal Consolidated Investments for half-year to December 31 up from R204.78m to R231.04m and pre-tax profits from R19.5m to R20.12m.

Year's consolidated earnings expected to be about the same as year before.

ANGLO-WELSH TRUST

Profit (after tax) up from £28,000 to £104,000 for year to January 31. Gross payment, 2.07p (1.53p).

ROYAL BANK—CANPAC

Montreal—Royal Bank of Canada is to buy all outstanding shares of Canpac Leasing, a subsidiary of Canadian Pacific Investments, for undisclosed cash. Canpac has assets of about \$100m.

Reuter.

New water prefs should succeed

Two water authorities are coming to market with preference issues redeemable in 1982. The coupon offered by both the East Worcestershire company and the East Anglian on the Elan which each proposes to raise through a sale by tender is 9 per cent net equivalent at the minimum issue price of £101.50 per £100 stock to 13.64 per cent gross.

For all that implementation of a cut in the rate of Advance Corporation Tax in the Budget would reduce the gross equivalent, the issue is expected to go to a small premium—possibly as the result of the Elan Valley issue in the few days since that offer has traded at up to £102.4.

Business appointments**Wates board names its new chief executive**

Mr Christopher Wates, a director of Wates, the main civil engineering firm, Mr Michael Wates continues as chairman. Mr Philip Lord, managing director of Wates Construction, joins the Wates board.

Mr Roy Marsh, director of public affairs, has joined the board of Dunlop Ltd, the main operating company in the Dunlop Group.

Mr A. P. E. Guinness, joint managing director, and Mr M. R. Hardie, managing director of Arthur Guinness are to join the board of White Child Senay.

Mr Nicholas Boag has been elected chairman of Baring Sama International. He succeeds Mr David Laurel who has resigned.

His replacement as director of The Sama Bank and whose place on the BSM board has been taken by Mr Masahiko Shima, a senior managing director of Sama.

Mr J. I. Youth has joined the board of The Derby London Dr Ruth and Mr P. E. Cooper have resigned.

Mr Walter O'Keeffe has become managing director of Porvair. He succeeds Mr Geoffrey Norman, who is leaving the company.

Mr J. Verity will be retiring as chairman and director and from now on other appointments to his brother Greville in May. The Earl of Airlie will become chairman and Mr J. C. Bayley and Mr J. Hull will be made joint deputy chairmen of Schroder's. Mr C. W. Dillenroot has become a director of Standard. Mr J. Hull will become Lord Alton as chairman of Henry Schroder Waggs and

ELECO HOLDINGS
Turnover for half-year to December 31 rose from £4.4m to £4.6m, but pre-tax profits fell from £460,000 to £428,000. Gross interest paid at 1.38p again.

RHODESIAN CORPORATION
Pre-tax profit for year to September 30, £732,000 (£532,000), including surplus on conversion of currencies, £269,000 (debt, £4,000). Gross payment held at 1.38p again.

MANCHESTER GARAGES
Turnover for 1976 up from £8.02m to £9.7m and pre-tax profits from £169,000 to £258,000. Gross dividend raised from 9.45p to 10.9p. Profits for first two months of current year ahead of 1976 results.

GREENBROOK-B.L.H.
Greenbrook Securities has bought 50 per cent of British Industrial Holding. It now holds 2.65m (20.05 per cent).

SWISS ISSUE HALVED
Zurich, The Swiss Bank has halved to 100m Swiss francs the amount of a bond issue offered for subscription on March 7 to 11. It was originally planned at 200m francs. The issue, carrying a 12.5 per cent coupon, was offered at 100 francs. It had failed to attract sufficient interest.

LOAN FOR SOUTH KOREA
ECCD has guaranteed £24m loan which Barclays Bank International has arranged with Korea Electrical Finance for loan provided by Barclays Bank and National Westminster. Money will help finance £28m contract to GEC Swindon.

Gold price likely to settle on plateau this year

The price of gold is likely to be steady in the coming year, according to Mr L. Van den Bosch, a director of Union Corporation and chairman of two Rand gold producers, Grootveld and Marievale.

He says that the recent downward trend in the price has apparently been reversed, but that no upsurge can be expected so long as the International Monetary Fund continues its auctions.

Meanwhile, rationalization of the management of the two companies six months ago has gone well and should help in reducing overheads this year.

Mr Van den Bosch said the major issue for the future of Grootveld was the flooding of the East Rand basin, where pumping has been affected by the South African Land Company's extensive underground operations. The mine would be inundated within two years unless pumping is continued.

Mr Van den Bosch was not in a position to undertake the work and state assistance was being sought.

Crossley stumbles
A setback in the second six months of last year left the pre-tax profits of Crossley Building Products below £1m for the first time in five years. They were £1.02m against £1.09m. Turnover rose from £14m to £15.5m.

Earnings a share slipped to 6.26p from 8.85p, but the dividend rises from 5.79p gross to 6.36p gross.

There was a 26 per cent rise in pre-tax profits to £584,000 in the first half year but a fall of



Mr K. V. Grob, chairman of Alexander Howden to newcomers to the group show their worth.

The second half now provides the bulk of group profits.

In the six months to December 31, profits fall from £52,000 on a turnover at £612,000 against £502,000. Earnings a share of this advertising and management consultancy and training group were 6.0p against 8.0p.

Donald Macpherson

With a full contribution to come from the newly-acquired Unilever shareholders, the Donald Macpherson giant group can expect a fresh increase in profits and earnings a share this year, writes Mr Rex Chester.

The company's return on capital (ex-Unerman) improved last year from 15.8 to 21.4 per cent. Macpherson has a good spread of its debt factor in gearing. Out of total borrowings at the year-end of £5.9m (£1.8 per cent of shareholders' funds), £1.1m is convertible or long, £3.1m medium-term, and only £1.7m short-term.

Park Place payout

After a year's absence, Park Place Investments is again in the dividend list. It declares an interim payment of 0.38p gross and for good measure the board expects a "substantial" increase in pre-tax profits for the full year to June 30. Last time they were only £85,000.

Extel US

For an undisclosed cash sum

Dow Jones has agreed to buy

30 per cent of Extel Corp, a US telecommunications equipment maker. The transaction has been passed by the directors of both companies and should be completed in a few days.

Extel Corp had sales of

\$16.5m in 1976 but its profits

are not disclosed. Dow Jones

and Extel both have half Tele-

printer Leasing Corp, a group

organized in 1975 to lease and service teleprinters made by Extel, and other communications equipment.

Extel has no connections with Exchange Telegraph (Holdings) of the United Kingdom—Reuter.

No stopping the Howden chariot

Brokerage and commission income is still growing strongly

report Mr K. V. Grob in his annual statement as chairman of the Alexander Howden group, the big insurance broker, underwriting agent and ship broker.

He points out that in 1976

two thirds of income was in

currencies other than sterling.

There will be problems attending a major move of offices and changes in systems for those companies who have recently joined the group.

Seagram's record first half

The Seagram Company, the world's largest producer and marketer of distilled spirits and wines, reports record operating income, sales and net income for the second quarter and first six months of 1976-77.

The company which also has oil and gas interests pointed out that, under United States accounting practice, net income must now reflect unrealized foreign exchange gains or losses, although this distorts current results.

Veba of W Germany on recovery course

From Peter Norman

Bonn, March 16

Veba AG, the West German energy concern in which the Bonn government has a 43 per cent stake, staged a respectable recovery in profits last year from 1975's poor results.

The group announced today that net profits after tax and payments to minority interests increased to £1.6m (about £47.6m) in 1976 from DM 1.69m the previous year on 10 per cent higher sales of 20 per cent higher overheads.

However, according to Veba's chief executive, Herr Rudolf Von Bennigsen-Foerster, the group's actual profit was £1.6m (about £47.6m) in 1976 from DM 1.69m the previous year on 10 per cent higher sales of 20 per cent higher overheads.

After an improvement last year, the group's mineral oil interests are again causing concern.

The chief executive disclosed that at present Veba was losing about DM 20m on every tonne of crude oil processed in its refineries. Last year the group was able to cut back the average loss per tonne to around DM 8m from DM 19 in 1975—thus helping to cut losses in this sector to one quarter of the DM 480m losses incurred in 1975.

1976 was a year of special significance.

Our acquisition of Manbre & Garton is the key to rationalising the UK cane sugar refining industry for the benefit of shareholders, employees and customers.

We have expanded into starch and broadened our base in liquid bulk storage, speciality chemicals and sugar refining — both in the UK and the USA.

We view with growing concern the politically motivated interference with industry as evinced by the Bullock and Wilson Committees. Insofar as both employee participation and the raising of finance are concerned, industry should control its own destiny. For our part, we shall continue to develop the many formal and informal procedures which involve our people in our varied businesses.

Summary of the report of the Chairman of Tate & Lyle, Limited, John Lyle at the Annual General Meeting on 16th March 1977.



TATE + LYLE
Out of sweetness came forth strength

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with information on property and land availability, with help in claiming government grants and other assistance, with advice on various regulations, planning matters, sources of funds and many other problems.

Have a talk with: The Industrial Development Group, Greater Manchester Council, County Hall, Manchester M60 3HP. Telephone 061-247 3311.



All recruitment advertisements on this page are open to both male and female applicants.

SECRETARY/P.A. TO VICE-CHAIRMAN OF WORLDWIDE VINTNERS

MAYFAIR Company with international interests in wine and spirits requires a Secretary with good knowledge of English Mother-tongue, who has fluent Italian and a good working knowledge of German. Good organisational and administrative secretary. The successful applicant must be able to cope with the running of the office, deal with clients and suppliers of all nationalities. Salary £3,000 negotiable.

WORK IN LUXURY

A Secretary/P.A. is needed for the Vice-Chairman of large American investment company. Good organisational skills are necessary, and knowledge of German would be useful. If you have experience in this field, apply now. Good fringe benefits for promotion. Salary circa £3,300 plus excellent fringe benefits.

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Applicants must be competent shorthand typists, capable of exercising tact and discretion in dealing with confidential, commercial and contractual matters.

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Young, lively, expert, commercially experienced efficient Secretary.

£3,500

Also, willing to consider for experienced Secretaries in all areas.

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Secretarial Appointments also on page 28

All recruitment advertisements on this page are open to both male and female applicants.

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The senior partner wants a good Secretary who will have a good knowledge of property and will be looking after many of his clients.

The job involves travelling, dealing with clients and maintaining social contacts.

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Salary £2,540; hours 9 to 5 (4.30 Fridays); 33 weeks holiday and bank holidays.

Apply to Mr. Robert Williams, The Royal Town Planning Institute, 26 Portland Place, London W1N 1BE (Tel. 01-636 9107).

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To start 22nd March for married couple, country boy. Rainy. Own bed and bathroom. Some pleasure.

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Salary £2,540; hours 9 to 5 (4.30 Fridays); 33 weeks holiday and bank holidays.

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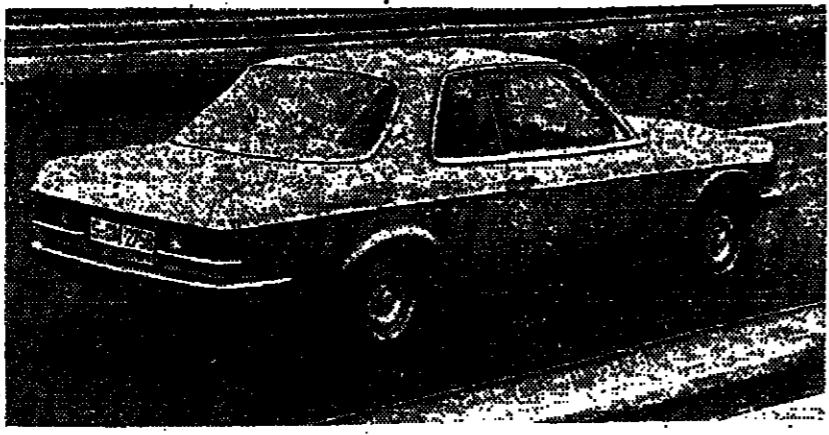
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Motoring

'Porsche's 928
likely to
cost £20,000

focal point for visitors to the Geneva Motor Show, which opens to the public on March 17, will be the Porsche stand where the company's new sports coupé, the 928, makes its first public appearance. Not only is it a particularly pretty

The Germans, and Porsche in particular, tend to rate sturdy construction and mechanical excellence over niceties of styling, and the 928 is less interesting for its looks than its engineering.

Under the bonnet is the biggest engine Porsche has made for a production car, a 4.2 litre V8 developing 200 bhp. It is also the first Porsche engine to be water-cooled and mounted in the front. Starting performance is aimed, with acceleration to 60 mph in less than seven seconds and a top speed of 145 mph.

Apart from power, the main emphasis is on handling. The gearbox (as on the Volkswagen-built Porsche 924, which has just gone on sale in Britain) is to be water-cooled and mounted in the front. Starting performance is aimed, with acceleration to 60 mph in less than seven seconds and a top speed of 145 mph.

The rear of the bodyshell is made of glass-fibre and there are two side doors and a tailgate. The Rancho is described as a full five-seater, with an extra rear-facing seat suitable for two children. Production has started at the Matra factory in central France and Chrysler expects to introduce the Rancho to Britain next year.

A car to love or hate

A week with the X1/9 left some extremely sharp impressions and I think it is the sort of car you either love or hate. On the debit side it is extremely noisy, none too comfortable and expensive for its size and engine capacity. The enthusiasts, however, will be prepared to overlook all that and relish the individual styling and superb handling which make it unique in its class.

The X1/9 is a mid-engined two-seater sports car based mechanically on the Fiat 128. The engine, mounted transversely just behind the passenger compartment, is the 128's 1290 cc overhead camshaft unit upgraded to 73 bhp. The suspension is all-independent, disc brakes are fitted back and front, and the steering is by rack-and-pinion with only three turns from lock to lock.

The body shell, styled by Bertone, is the classic wedge shape: indeed the car looks not unlike a scaled-down Triumph TR7 (my children thought it looked like a Matchbox toy). Certainly it is a striking design and it drew many interested glances, though I feel the effect would be more pleasing with less embellishment in the way of coachlines and bits of black plastic.

But the main enjoyment of the X1/9 comes in driving it. The gearbox could be slicker but otherwise the car is a delight. It can be pushed hard round corners with barely a trace of body roll or understeer and it holds the road superbly. Light, but extremely responsive, steering emphasizes the feeling of complete control. In short, the X1/9 is just the car for quick and safe progress along twisting country roads.

Performance is good for the size of engine, with acceleration from rest to 60 mph in about 12 seconds and a claimed top speed of more than 100 mph. But the car lacks pulling power in top gear and for quick overtaking it often necessary to drop down to third. Fuel consumption is excellent:

I returned nearly 40 miles to the gallon stroke version of the 1300 overhead camshaft unit already used in the 132 and is intended to give quiet and economical high-speed cruising.

The main criticism of the car must be noise. Partly because of its location the engine makes its presence felt most of the time and wind noise, too, can be intrusive. A sports car would hardly be a sports car without a throaty roar from the exhaust but I think a driver's ears need to be spared, not least for safety reasons.

A few serious complaint is the familiar one on cars of this type that the handling has been achieved at the expense of ride comfort and the going must be described as firm to harsh, though it depends on speed and quality of road surface.

The car affords ample room for the driver and passenger and the seats are well shaped and comfortable with integral head restraints. There is a useful luggage area under the bonnet and another, smaller one at the back behind the engine. Though the X1/9 is not a "soft top", it can be converted into an open car by detaching the roof which can be stowed under the bonnet.

With a generous list of standard equipment, including fog lamps, heated rear window, tinted glass, rev counter, cloth seats and carpet, the X1/9 costs £2,998. That is much more than the nearest British rivals, the MG Midget and Triumph Spitfire, and only £37 less than the two litre TR 7, but I am sure it will find a niche.

Screen test

Triplex, which supplies the glass for most British cars and several foreign ones, will be making a big effort at Geneva to promote its Ten Twenty windscreen. It was hailed as a safety breakthrough when first announced in June 1975 to the only one ever to have been awarded a safety star by the American Society of Automotive Engineers.

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